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Visitors' Guide



THE WORLD'S INDUSTRIAL AND COTTON EXPOSITION CENTENNIAL



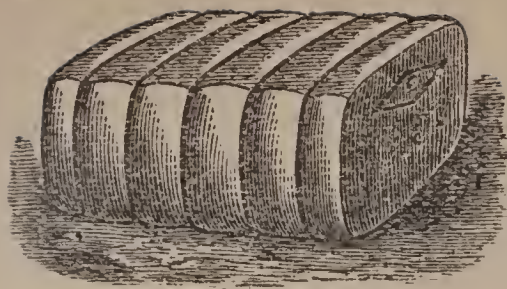
AND

NEW ORLEANS.

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A Valuable Help to Visitors.

1784.



1884.

VISITORS' GUIDE

TO

THE WORLD'S

Industrial and Cotton Centennial

EXPOSITION,

AND

NEW ORLEANS

By J. M. S. S. and
Commencing Dec. 16, 1884, and Ending May 31, 1885.

The Centennial Anniversary of Cotton Exportation.

LOUISVILLE, KY.

COURIER-JOURNAL JOB PRINTING CO.,
1884.



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THE WORLD'S
Industrial and Cotton Centennial Exposition
AND
NEW ORLEANS.

INTRODUCTION.

The visitor to New Orleans and the World's Industrial and Cotton Centennial Exposition should fully acquaint himself with the character and extent of the city and Exposition before leaving home.

He should select the most agreeable and pleasant route, either by water or rail, for reaching the Crescent City.

The visitor should fully acquaint himself with the names and locations of the prominent New Orleans hotels, their charges, and how to reach them. He should know fully just where the grounds are located, and the best manner to reach them, and if his time is limited should select the features that he is mostly interested in, and see them. He should fully post himself as to the points of interest in or near the city, historical and others, and how to reach them.

The "Visitors' Guide" is especially intended to meet all these wants, thus enabling every visitor to know, before coming to New Orleans, what to see and how to see it.

ACT OF CONGRESS.

CREATING THE WORLD'S INDUSTRIAL AND COTTON CENTENNIAL EXPOSITION.

An act to encourage the holding of a World's Industrial and Cotton Centennial Exposition in the year eighteen hundred and eighty-four.

WHEREAS, It is desirable to encourage the celebration of the one hundredth anniversary of the production, manufacture, and commerce of cotton, by holding in the year eighteen hundred and eighty-four, in some city of the Union, to be selected by the Executive Committee of the National Cotton Planters' Association, of America, an institution for the public welfare, incorporated under the laws of Mississippi, a World's Industrial and Cotton Centennial Exposition, to be held under the joint auspices of the United States, the said National Cotton Planters' Association of America, and of the city in which it may be located, and in which cotton, in all its conditions of

culture and manufacture, will be the chief exhibit, but which is designed, also, to include all arts, manufactures, and products of the soil and mine; and,

WHEREAS, Such an exhibition should be national and international in its character, in which the people of this country and other parts of the world, who are interested in this subject, should participate, it should have the sanction of the Congress of the United States; therefore,

Be it enacted by the Senate and House of Representatives of the United States, in Congress assembled, That a World's Industrial and Cotton Centennial Exposition be held in the year eighteen hundred and eighty-four, under the joint auspices of the United States Government, the National Cotton Planters' Association of America, and the city where it may be located.

SEC. 2. That the President of the United States may, upon the recommendation of the Executive Committee, of the National Cotton Planters' Association of America, appoint six United States Commissioners, and upon the recommendation of the majority of subscribers to the enterprise, in the city where it may be located, may appoint seven United States Commissioners, who, together, shall constitute a Board of Management of said World's Industrial and Cotton Centennial Exposition.

SEC. 3. That the President of the United States may, upon the recommendation of the Governors of the various States and Territories of the Union, appoint one commissioner, and one alternate commissioner for each State and Territory, whose functions shall be defined by the said Board of Management.

SEC. 4. That all the said commissioners shall be appointed within one year from the passage of this Act.

SEC. 5. That said Board of Management shall hold its meetings in such city as may be selected for the location of said Exposition, by the National Cotton Planters' Association of America, as aforesaid, and that a majority of said Board of Management shall have full power to make all needful rules and regulations for its government.

SEC. 6. That said Board of Management shall report to the President of the United States a suitable date for opening and closing the Exposition; a schedule of appropriate ceremonies for opening or dedicating the same, and such other matters as, in their judgment, may be deemed important.

SEC. 7. That no compensation for services shall be paid to the commissioners or other officers, provided by this Act, from the treasury of the United States, and the United States shall not be liable for any of the expenses attending such exhibition, or by reason of the same.

SEC. 8. That whenever the President shall be informed by the said Board of Management that provision has been made for suitable buildings, or the erection of the same, for purposes of said Exposition, the President shall, through the Department of State, make proclamation of the same, setting forth the time at which the Exposition will open, and the place at which it will be held, and such

Board of Management shall communicate to the diplomatic representatives of all nations copies of the same, and a copy of this Act, together with such regulations as may be adopted by said Board of Management, for publication in their respective countries.

SEC. 9. That the President be requested to send, in the name of the United States, invitations to the Governments of other nations to be represented and take part in said World's Industrial Cotton Centennial Exposition, to be held in some city of the United States, to be hereafter selected as aforesaid.

SEC. 10. That medals with appropriate devices, emblems, and inscriptions, commemorative of said World's Industrial and Cotton Centennial Exposition, and of the awards to be made to exhibitors thereat, be prepared at some mint of the United States, for the said Board of Management, subject to the provisions of the fifty-second section of the coinage act of eighteen hundred and seventy-three, upon the payment of a sum not less than the cost thereof; and all the provisions, whether penal or otherwise, of said coinage act, against the counterfeiting or imitating of coin of the United States, shall apply to the medals struck and issued under this Act.

SEC. 11. That all articles which shall be imported for the sole purpose of exhibition at said World's Industrial and Cotton Centennial Exposition, to be held in the year eighteen hundred and eighty-four, shall be admitted without payment of duty, or of custom fees or charges, under such regulations as the Secretary of the Treasury shall prescribe:

Provided, That all such articles as shall be sold in the United States, or shall be withdrawn for consumption therein, at any time after such importations, shall be subject to duties, if any are imposed on like articles, by the revenue laws, at the time of importation; and

Provided Further, That in case any article imported under the provisions of this act shall be withdrawn for consumption or shall be sold without payment of duties as required by law, all penalties prescribed by the revenue laws shall be applied and enforced against such articles and against the persons who may be guilty of such withdrawal or sale.

Approved February 10, 1883.

A PROCLAMATION.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

WHEREAS, By the eighth section of an act entitled "An Act to Encourage the Holding of a World's Industrial and Cotton Centennial Exposition in the year Eighteen Hundred and Eighty-four," approved February 10, 1883, it was enacted as follows:

"That whenever the President shall be informed by the Board of Management that provision has been made for suitable buildings, or the erection of the same, for the purpose of the said Exposition, the President shall, through the Department of State, make proclamation of the same, setting forth the time at which the exhibition will open,

and the place at which it will be held, and such Board of Management shall communicate to the diplomatic representatives of all nations copies of the same, and a copy of this Act, together with such regulations as may be adopted by said Board of Management, for publication in their respective countries."

AND, WHEREAS, The duly constituted Board of Managers of the aforesaid World's Industrial and Cotton Centennial Exposition has informed me that provision has been made for the erection of suitable buildings for the purpose of the said Exposition;

NOW, THEREFORE, I, Chester A. Arthur, President of the United States of America, by authority of, and in fulfillment of, the requirements of said Act, approved February 10, 1883, do hereby declare and make known that the World's Industrial and Cotton Centennial Exposition will be opened on the first Monday in December, 1884, at the city of New Orleans, in the State of Louisiana, and will there be held continuously until the 31st day of May, 1885.

{ SEAL } IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this tenth day of September, one thousand eight hundred and eighty-three, and of the independence of the United States the one hundred and eighth.

CHESTER A. ARTHUR.

By the President.

FREDERICK T. FREYLINGHUYSEN,
Secretary of State.

THE WORLD'S INDUSTRIAL AND COTTON CENTENNIAL EXPOSITION.

The World's Industrial and Cotton Centennial Exposition was caused by a general desire among the more progressive agriculturists and industrialists of the cotton States to inaugurate an Exposition to commemorate the centennial anniversary of the first exportation of cotton from America, and to provide a means whereby the people of all nations could obtain a knowledge of the resources, capacity, and products of, more especially, the Southern States of America, under the joint auspices of the United States of America, the National Cotton Planters' Association, and the city of New Orleans.

One of the most important features will be the exposition of the colored people in the South. This is the first public opportunity that has been given to them, to show the world the progress they have made for themselves since their liberation from slavery.

OFFICERS OF THE EXPOSITION.

GENERAL OFFICES AT EXPOSITION GROUNDS. CITY OFFICES
AT 164 GRAVIER STREET.

EDMUND RICHARDSON, *President.*

VICE-PRESIDENTS.

ALBERT BALDWIN,

WM. B. SCHMIDT.

E. A. BURKE, *Director-General.*

RICHARD NIXON, *Secretary.*

JOHN B. LAFITTE, *Treasurer.*

F. C. MOREHEAD, *Commissioner-General.*

BOARD OF MANAGEMENT.

EDMUND RICHARDSON,	DUNCAN F. KENNER,	ALBERT BALDWIN,
E. M. HUDSON,	WM. B. SCHMIDT,	JULES C. DENNIS,
F. C. MOREHEAD,	SIMON HERNSHEIM,	R. M. PATTON,
SAMUEL H. BACK,	THOS. HARDEMAN, JR.,	JNO. V. MOORE,
	G. A. BRÉAUX.	

ADVISORY FINANCE COMMITTEE.

W. J. BEHAN, *Chairman.*

ROBERT S. HOWARD,

A. J. GOMILA,

JOS. H. OGLESBY,

C. M. SORIA.

GENERAL FINANCE COMMITTEE.

W. J. BEHAN, *Chairman.*

CLEMENT L. WALKER, *Secretary.*

JULES ALDIGE,	B. F. ESHELMAN,	P. R. MIDDLEMISS,
BERTRAND BEER,	JNO. W. FAIRFAX,	ADOLPH MEYER,
A. T. BADGER,	R. F. GRAY,	B. J. MONTGOMERY,
A. BRITTIN,	A. J. GOMILA,	A. J. MICHAELIS,
JESSE K. BELL,	ROBT. S. HOWARD,	E. MILTENBERGER,
CHAS. A. BUTLER,	A. HERO, JR.,	J. H. OGLESBY,
E. L. CARRIERE,	FRANK T. HOWARD,	J. G. SCHRIEVER,
JNO. CHAFFE,	SIGMUND KATZ,	C. M. SORIA,
H. DUDLEY COLEMAN,	CARL KOHN,	ADAM THOMPSON,
E. P. COTTRAUX,	VICTOR LATOUR,	E. A. WEEKS,
E. F. DEL BONDIO,	E. T. MANNING,	JOE A. WALKER,
JAS. D. EDWARDS,	A. A. MAGINNIS,	E. B. WHEELOCK,
E. D. WILLETT,	B. D. WOOD.	

CHIEFS OF DEPARTMENTS.

DR. G. B. LORING—*Agriculture.*

PARKER EARLE—*Horticulture.*

B. K. BRUCE—*Colored Exhibits.*

SAMUEL MULLEN—*Installation.*

CHAS. L. FITCH—*Transportation.*

B. T. WALSH—*Information and Ac-*

W. H. H. JUDSON, *Printing and Pub-*
lishing.

commodation.

ENGINEERS AND ARCHITECTS.

G. M. TORGERSON, *Supervising Architect.*

S. H. GILMAN, *Consulting Engineer.*

FRED N. OGDEN, *Chief Superintendent.*

PROGRAMME OF EVENTS.

EXPOSITION.

RECEPTION OF ARTICLES COMMENCES SEPTEMBER 15TH.

RECEPTION OF ARTICLES ENDS NOVEMBER 15TH.

UNOCCUPIED SPACE FORFEITED NOVEMBER 29TH.

EXPOSITION OPENS DECEMBER 16, 1884.

GRAND DISPLAY OF FINE STOCK, DECEMBER 10TH TO JANUARY 10TH.

GRAND DISPLAY OF FINE HORSES, DECEMBER 20TH TO JANUARY 25TH.

GRAND DISPLAY OF SHEEP, SWINE, AND GOATS, JANUARY 25TH TO MARCH 1ST.

GRAND DISPLAY OF DOGS, JANUARY 10TH TO 17TH.

EXHIBITION CLOSES MAY 31, 1885.

EXHIBITS MUST BE REMOVED BY AUGUST 30, 1885.

CITY.

MARDI GRAS, FEBRUARY 17, 1885.

FIREMAN'S PARADE, MARCH 4, 1885.

A large number of prominent societies and associations will meet in New Orleans during the Exposition, among them, the American Medical Association, the Knights of Pythias, Masonic Conclave, etc. There will also be a Grand International Prize Drill, with Sham Battle, a Sham Naval Battle, and other attractions, such as Rowing Matches, Horse Racing, Cock-fighting, etc.

THE EXHIBITION GROUNDS.

HOW TO REACH THEM, AND PROVISIONS MADE FOR THE ACCOMMODATION OF VISITORS.

The Exhibition Buildings are connected with the whole United States, by the leading railroads entering New Orleans, and running into an elegant depot at the grounds.

They are also reached from Canal street, the Broadway of New Orleans, by six street railroads, and by an elegant line of steamers leaving the foot of Canal street, every thirty minutes. There are ten entrances to the Exhibition Grounds.

The hours of admission will be from ten A. M. to ten P. M.

The price of admission will be fifty cents, payable at any one of the gates; this charge admits the visitor to everything to be seen during the time he remains within the inclosure.

An Electric Railroad, THREE MILES in length, encircles the entire ground, and running trains every few minutes, will carry passengers at a small charge. This will be the longest electric railroad in the United States, and will well be worth taking a ride on.

Rolling-chairs will be found in the principal buildings, and at designated stations on the grounds for the convenience of invalids and

others who may desire their use, with attendants. The cost will be seventy-five cents for first hour, and every other hour fifty cents.

Ordinary chairs and settees will be found located at convenient places in the buildings and grounds, free to all.

Soda-water fountains have been located at convenient points within the principal buildings, and in pavillions on the ground. Charge per glass, 10 cents.

Every convenience for the accommodation of visitors within the grounds has been made in the Public Comfort Building. Separate parlors for ladies and gentlemen, retiring rooms, shoe polishing, coat, and baggage rooms, where coats, small packages, and hand baggage will be checked and taken care of at a small cost.

The Telegraph and Telephone Companies will have a central office and several branches; on the grounds.

There are over four miles in walks laid out in the park in shell and asphalt.

GENERAL TOURS THROUGH THE GROUNDS AND BUILDINGS.

The visitor will find it of the utmost importance that he should decide before leaving home, just what portions of the Exhibition he wishes to see and how he is to see it. To aid him in this most important work is one of the purposes of the VISITORS' GUIDE. If the visitor has sufficient time to enable him to examine all that the Exhibition contains, he can adopt the following plan.

1st. Thoroughly acquaint himself with the plan and arrangement of the grounds and buildings, by a careful study of the VISITORS' GUIDE before leaving home.

2d. On arriving on the grounds take a seat in one of the coaches of the Electric railway, which runs at frequent intervals, stopping at points of interest and at the front of the main building; the tour of the entire ground is thus made, occupying about thirty minutes, at a small cost. This will give one an excellent general view of the grounds and relative location of buildings.

3d. Make a tour of all the leading avenues of each of the five principal Exhibition Buildings, and the Mexican Building. This will represent about thirty-five miles traversed in the buildings and connecting avenues, occupying about four days for a rapid tour. On this tour the visitor will find places of refreshment of all kinds, at any of which he can obtain anything he may desire, at a moderate cost.

4th. If preferable, he may take a rolling-chair instead of undertaking this general tour on foot. In either event he should provide himself with a note-book to make memorandum of points of interest to which he may desire to return for a more detailed examination.

This plan of rapid general tours and inspection of the entire grounds and buildings, and of returning to places of special interest,

will be found preferable to the common plan of an objectless loitering tour which will result in the visitor having no well-settled idea of what he has seen, and as the distances are immense, will probably result in his time being exhausted before he has traversed the main building. If the visitor especially desires to see the exhibits made by all nations, or of any one particular article, he should, before starting, take from the Official Catalogue of Exhibitors, in connection with map of the grounds and buildings contained in the VISITORS' GUIDE, and Official Catalogue, a memorandum showing the exact localities where he is to find the article he desires to see. The visitor will be guided in determining localities by the columns supporting the roofs of the buildings which are both lettered and numbered.

If the visitor desires to see any special exhibit he will find it by consulting the Official Catalogue, which can be had in separate parts for the Main Building, Art Gallery, etc. It will be especially needed in the Art Gallery, as the paintings and statuary are only numbered and the name and name of artist are found only in catalogue.

PRINCIPAL EXHIBITION BUILDINGS.

A separate description is given of each of the principal buildings. The following table presents a few points of general interest respecting them considered as an entirety:

NAME.	ACRES UNDER COVER.	BUILDINGS.		
		Commenced 1884.	Completed 1884.	Estimated cost
Main Building	33	M'ch 1	Sept. 13	\$1,000,000
Government Building	12	Aug. 2	Oct. 15	750,000
Art Gallery	1 $\frac{1}{4}$	Sept. 20	Oct. 31	250,000
Horticultural Hall	3 $\frac{1}{2}$	M'ch 1	Sept. 1	100,000
Factories and Mills	1 $\frac{1}{4}$	Sept. 25	Oct. 31	150,000
TOTAL	51	. . . . .	. . . . .	\$2,250,000
Cost of preparing and fitting grounds				500,000
Estimated total cost World's Cotton Centennial				\$2,700,000

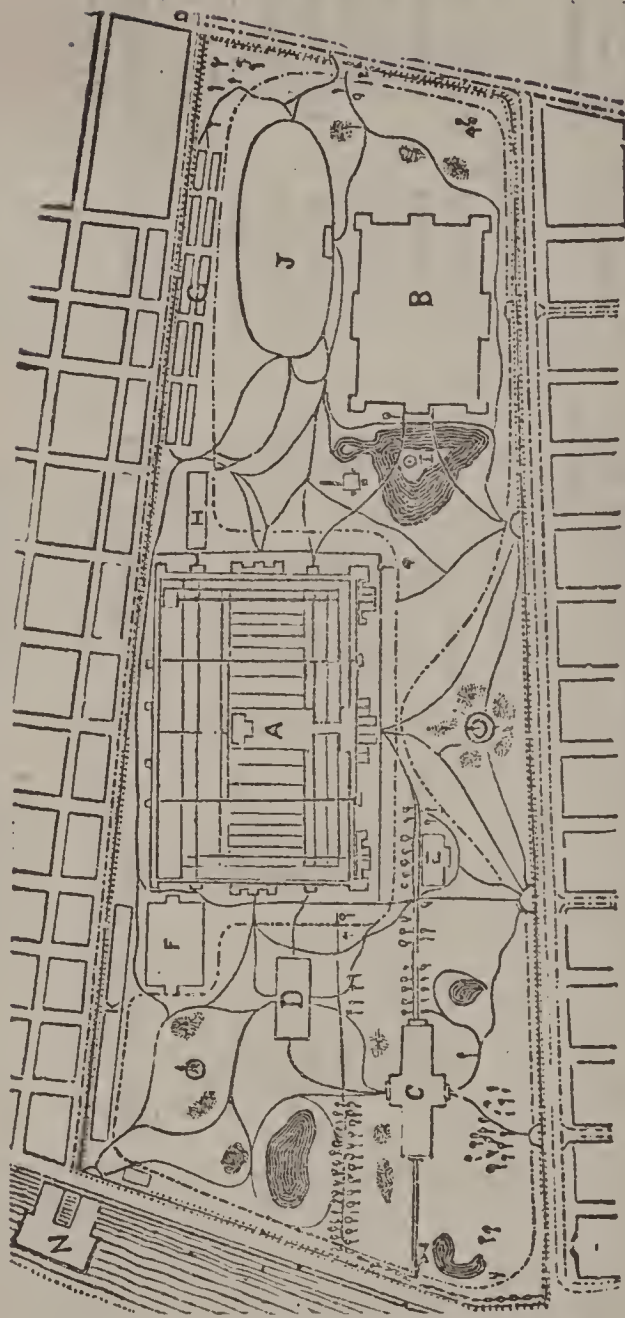
In addition to the fifty-one acres under cover, within the five principal buildings, there will be about thirty acres under cover within the other buildings (annexes), making a total of eighty-one acres under cover within the main inclosure; thus making the World's Industrial and Cotton Centennial Exhibition the largest world's exhibition ever held.

THE FOLLOWING COMPARISON, BETWEEN THE PRESENT EXHIBITION AND ALL LEADING INDUSTRIAL EXHIBITIONS THAT THE WORLD HAS HERETOFORE HELD, WILL BE OF INTEREST TO THE VISITOR:

WHERE HELD.	YEARS.	DATES.		ACRES UNDER COVER.	COST.	NUMBER OF VISITORS.	NUMBER OF EXHIBITORS.
		Opened.	Closed.				
London	1851	May 1	Oct. 11	20	\$1,464,000	6,170,000	17,000
New York	1853	July 14	Nov. 10	5 $\frac{3}{4}$	500,000	600,000	4,800
Paris	1855	May 15	Nov. 15	30	4,000,000	4,533,464	20,799
London	1862	May 1	Oct. 25	24	2,300,000	6,211,103	26,348
Paris	1867	April 1	Oct. 31	40 $\frac{1}{2}$	4,596,763	10,200,000	50,226
Vienna	1873	May 1	Oct. 31	50	9,850,000	7,254,867	70,000
Philadelphia	1876	May 10	Nov. 10	75	6,724,850	. . . . .	. . . . .
Paris	1878	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Melbourne . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
New Orleans	1884-1885	Dec. 1	May 31	81	2,700,000	*10,000,000	*75,000

* Estimated.

THE GROUND PLAN.



Scale 1,430 feet to the inch.

A—Main Building.

B—United States and State Exhibits.

C—Horticultural Hall.

D—Mexican Buildings.

E—Art Gallery.

F—Factories and Mills.

G—Live Stock Stables, Etc.

H—Restaurants and Refreshments.

I—Grand Fountain, eighty feet high.

J—Live Stock Arena.

K—Saw-mills and Wood-working Machinery.

N—Wharf, Mississippi river.

The grounds embrace the space of 247 acres, bounded on the north side by St. Charles avenue, on the south by the Mississippi river. The buildings front east, toward the main portion of the city. An electric railway encircles the grounds.



THE MAIN BUILDING.

The main building is the largest ever erected. It is 1,378 feet long by 905 feet wide, without courts, and has a continuous roof composed largely of glass so arranged as to afford an abundance of light without subjecting the interior to the direct rays of the sun. Within, the view is unobstructed. From one side or corner of the building to its opposite, the interior, showing all phases of industrial activity, is seen. There are no partitions, and the lofty pillars, wide apart, supporting the roof structure, present no impediment to one's vision, but only serve to assist the eye in measuring the vast expanse. The interior is surrounded by wide and spacious galleries, twenty-three feet high, which are reached by twenty elevators having the most approved safety appliances, and by convenient stairways.

The machinery department occupies a space of 1,378 feet long by 300 feet wide, within the main building, and has an extension added in iron 350 feet long and 150 feet wide for heavy machinery, described under the heading of Factories and Mills. From the galleries overlooking more than two miles of shafting can be seen driving every known character of machinery.

Music Hall, with a seating capacity, in commodious chairs, for 11,000 people, a platform capacity for 600 musicians, and a mammoth organ, built to order for the Exposition, occupies the center of the interior.

The main building will contain general exhibits. It is situated (as will be seen by the park plan published herewith) about in the center of the grounds.

The main building will contain the general exhibit, the foreign exhibit, the machinery exhibit, and agricultural exhibit.

Visitors can alight from carriages on St. Charles avenue, or in front of the grand main entrance at the head of Magazine street.

From the balconies and tower visitors will have a fine view of the grounds.

Two hundred and fifty thousand square feet of space in the center of the building will contain the foreign exhibit. The foreign Commissioners have offices adjacent to their respective exhibits.

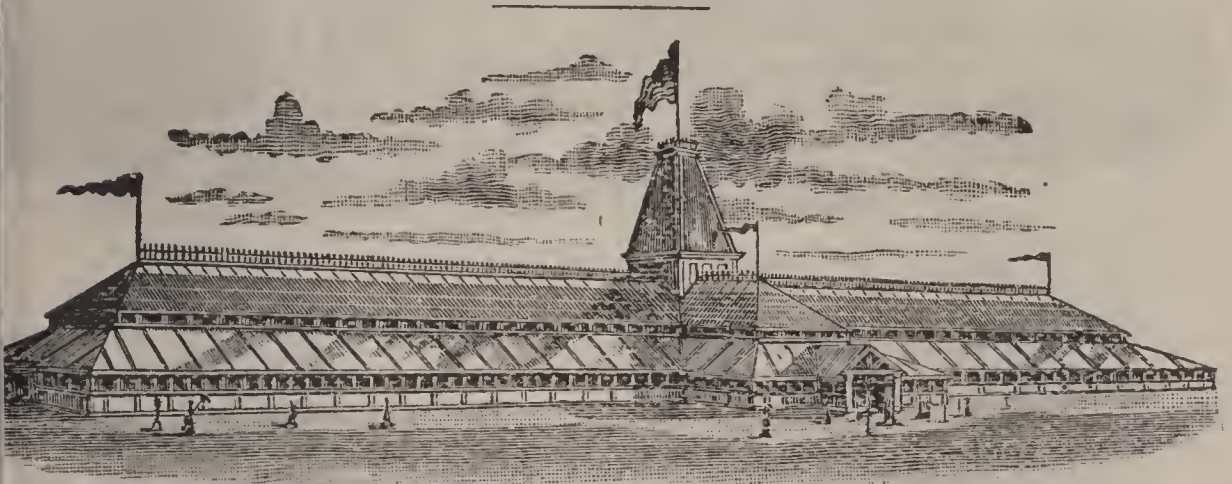
When the visitor has traversed all the avenues on the ground floor and galleries, he will have walked twenty-five miles.



UNITED STATES AND STATE EXHIBITS.

This building is 885 feet long by 565 feet wide. It is one of the largest exposition buildings ever erected. At the time of the adoption of the plans it was supposed that the main building, having the largest capacity of any building heretofore erected, in conjunction with the Horticultural Hall and such minor outside buildings as were necessary, would afford ample space and accommodation for all exhibits; but the interest in the World's Exposition had become so widespread, and the inquiries and applications for space became so numerous, that the necessity for additional accommodation became imperative, and the management determined upon the erection of this magnificent structure especially for the United States and State exhibits. The Government exhibition will be complete—of itself, almost a mammoth exposition. Each department will have its distinctive exhibit. The Department of State showing samples of cotton, wool and cosmos fibers, and of the fabrics made from them, from all parts of the world. This exhibit will be arranged in continental groups representing the geographical divisions of the world's commerce, etc. The Post-office Department will exhibit all the improvements in mail facilities, and establish a branch office in the building for the accommodation of visitors, and to show the practical workings of the Postal System. The Treasury Department will exhibit coast survey, light-housing, life-saving service, customs, internal revenue, engraving, printing, etc. The War Department will show arms, ordnance, engineering, medical, surgical, and hospital services, progress in same, etc. The Navy Department will show naval arms, ordnance, projectiles, torpedoes, dynamo-electro machines for firing, models of war vessels—ancient and modern, etc. The Interior Department, everything pertaining to the inventions and improvements in American industries, and to the history, customs, and habits of the aboriginal races, etc. The United States Fishery Commission, the Department of Justice, Bureau of Agriculture, the Bureau of Education, and especially the Smithsonian Institute, will be exhaustively represented. The Government exhibit will vastly exceed that made at Philadelphia. In addition to the Government exhibit, the collective State exhibits and the general educational display, will be located in this building. This structure presents a very attractive appearance.

Every State and Territory in the United States will be fully represented, including Alaska. The various State Commissions have been actively at work for the past four months with the aid of local Commissions in each county in their respective State, and the States and United States exhibits will be the finest ever made.

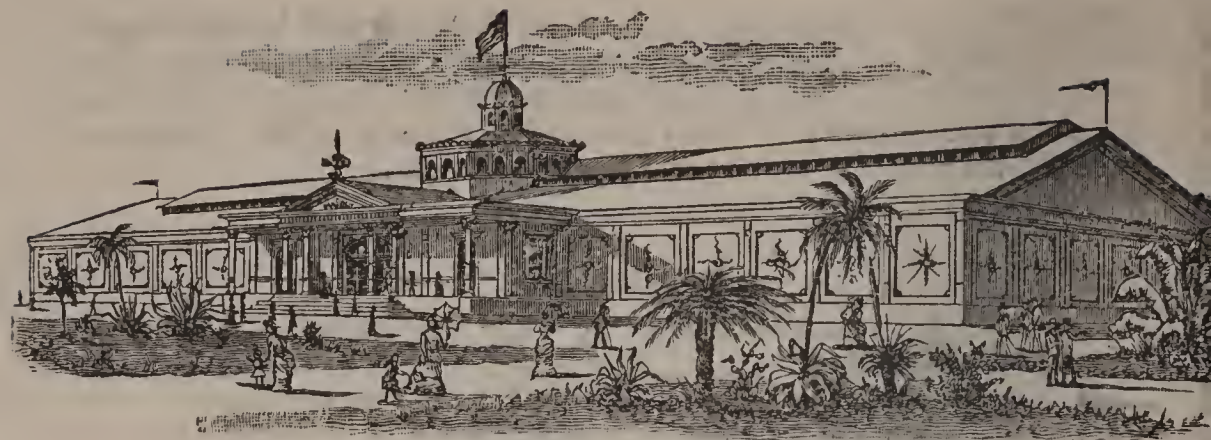


THE HORTICULTURAL HALL.

The Horticultural Hall is 600 feet in length and 194 feet wide through its center. It is the largest conservatory in the world. It is substantially built as a durable structure, becoming, by arrangement with the city, a permanent feature of the park. It is located on high ground in the midst of live-oak groves. Surmounting the center is a magnificent tower, 90 feet high, roofed with glass. Beneath this tower, in constant play, is a grand fountain. Twenty thousand plates of fruit, double the amount ever before displayed at any exposition, will be shown on tables extending through the hall. Around the hall will be arranged an infinite variety of rare tropical and semi-tropical plants, flowers, and shrubbery. There is a tropical hot-house, 250 feet long by 25 feet wide, in which the most delicate flowers from the Far South will be nurtured and made to bloom in their most brilliant perfection. Tropical fruits in the various stages of growth will be exhibited. Fruits of every section, and the productions of all seasons will, by arrangement for stated supplies and thorough processes of cold storage, be available for exhibit.

The most eminent horticulturists of the United States are engaged in arranging and perfecting the display. Cash premiums to the amount of \$32,000 are offered in this department, and contributions to its exhibits from Mexico, Central America, the West Indies, and the different States of the Union will be unprecedentedly large and varied.

Horticultural Hall will certainly be one of the most attractive buildings on the grounds for the visitor, as it contains all the rare plants, fruits, and flowers of the tropics. Such an exhibit will be well worth the trip to New Orleans. Beside the display, the Mexican Garden, Central American Garden, Florida Garden, and California Garden will be representative gardens well worth seeing.



THE ART GALLERY.

The Art Gallery is 250 feet long by 100 feet wide. It is a structure built of iron. The building is an elegant and artistic structure, so arranged for mounting, accessibility, and light as to present the best effects, and with ample accommodation for as large a collection as was ever exhibited on this hemisphere. It will be fire-proof—even the partitions being of iron.

Very satisfactory reports have been received from the commission in Europe, and from the State Commissions, in regard to the art display. Some of the finest paintings of the Old World will be secured. A special commission has been in Europe since May, and it is expected that an annex as large as the Art Gallery will be needed. For the lover of art, this will be a rare chance to see the leading pictures of the Old World and the New.



FACTORIES AND MILLS.

This is a large iron building 350 feet long by 120 feet wide. In it will be exhibited cotton in all stages of manipulation from the boll to the bale. The newly invented "Cotton Pickers, Openers, and

Lappers," as well as the various and complex machinery for ginning, cleaning, baling, and compressing, will be in constant operation. The supply of field cotton for this purpose will be abundant.

In addition to cotton machinery this extension of Machinery Hall will contain the various kinds of machinery used in the rolling of cane and manufacture of sugar, and in the harvesting and milling of rice.

Various kinds of factory and mill machinery for wood-working, brick and tile making, etc., will be located in this structure. Adjacent to this building there will be a line of saw-mills, extending toward the river, showing forty saw-mills in motion.

There are thousands of persons, in the United States alone, that have never seen a cotton-field or a sugar plantation. Adjoining this building will be a field of cotton, thus enabling the visitor to see the cotton growing in all its stages, from the bloom to the bursted pod, and on the inside from the ginning to the finest cotton fabric.

ANNEXES.

The Mexican Building.—This is the most important building within the inclosure, next to the principal exhibition buildings. It is erected by our sister Republic, at a cost of \$200,000, and will be filled with rare and curious things. Five acres have been set aside for a Mexican garden, which will be filled with tropical and semi-tropical plants and shrubs.

Live Stock Stables, Etc.—Several acres of ground in the north-western part of the ground, near Park avenue and St. Charles avenue, are set aside for the exhibit of all kinds of live stock. Splendid stables have been erected for the use of exhibitors. For date of stock exhibit, see page 8.

Furniture Building.—The furniture manufacturers of Grand Rapids, Mich., have erected a special building to contain their joint exhibits, on the grounds near Horticultural Hall.

Saw-mills are in the north-eastern part of the grounds, near the river.

S. HERNSHEIM & BRO., CIGARS, Have erected a handsome building where they will keep employed 30 hands, making cigars and cigarettes.

Judges' Hall.—The managers will erect a suitable building to be used for officers and judges.

Restaurants.—There will be four large restaurant buildings on the grounds: One near the Live Stock Exhibit, one near the Saw-mills and Factory Building, one on the main avenue, between Horticultural Hall and Art Gallery, and one between the United States and State Building and St. Charles avenue; also, one in the Main Building and one in the United States and State Building.

Meals will be furnished at a general table (*table d'hôte*) or as ordered by bill of fare *a la carte*, at reasonable charges. German, French, Spanish, and Italian waiters will be in attendance. In

addition to the above mentioned, there will be eating stands (Buffets), in the Main Building, United States and State Building, Mexican Building, and on the grounds near the Art Gallery, Horticultural Hall, main entrance, and places of entertainment, such as stands for the sale of soda-water, popcorn, peanuts, oysters and clams, cider and lemonade, beer, cigars, fruits, candies, and newspapers.

**STATE COMMISSIONERS, APPOINTED BY THE GOVERNORS AND
APPROVED BY THE PRESIDENT.**

STATES.	COMMISSIONER.	POST-OFFICE.	ALTERNATES.	POST-OFFICE.
Alabama . . .	E. Spencer Pratt	Mobile		
Arkansas . . .	Chas. M. Taylor	South Bend . . .	S. R. Cockrill . .	Little Rock.
California . . .	A. Andrews . .	San Francisco . .	Jno. H. Carroll . .	Montgomery.
Colorado . . .	H. F. Sickles . .	Denver	Noel May	Denver.
Connecticut . .	T. F. Plunket . .	Hartford	B. E. Mallory . .	
Delaware . . .	Wm. Dean . . .	Newark	Chas. H. Treat . .	
Florida	Wm. H. Sebring	Bronson	Wm. D. Chipley . .	Pensacola.
Georgia	D. W. C. Bacon	Savannah	Chas. H. Smith . .	Cartersville.
Illinois	Frank Gilbert . .	Chicago		
Indiana	Clem Studebaker	South Bend . . .	W. F. Nisbet . . .	Indianapolis.
Iowa	H. S. Fairall . .	Iowa City	S. Ely	Cedar Rapids.
Kansas	Frank Bacon . .	Chanute	Geo. Y. Johnson . .	Topeka.
Kentucky . . .	Geo. T. Perkins	Covington	E. Polk Johnson . .	Louisville.
Louisiana . . .	Chas. J. Barrows	Port Allen	Wm. I. Hodgson . .	New Orleans.
Maine	W. F. Goulding	Lewiston	Henry S. Howe . .	
Maryland . . .	Rich. Cromwell	Baltimore	Theo. Hooper . . .	
Massachusetts .	J. H. Nichols . .	Boston	E. S. Bradford . .	
Michigan . . .	A. P. Swineford	Marquette	F. M. Carroll . . .	Grand Rapids.
Minnesota . . .	Oliver Gibbs, Jr.	Lake City	Sam'l E. Adams . .	Minneapolis.
Mississippi . .	S. A. Jonas . . .	Aberdeen	A. B. Hurt	
Missouri . . .	F. F. Hilder . . .	St. Louis	C. P. Ellerbe . . .	St. Louis.
Nebraska . . .	R. W. Fumas . .	Brownville	Albinus Nance . .	Osceola.
Nevada	Chas. C. Thomas	Sutro	Geo. Russell . . .	Virginia City.
New Hampshire .	G. P. Whitman . .	Manchester	D. W. Johnson . .	
New Jersey . .				
New York . . .	D. J. Johnson . .	Cohoes	E. Chamberlain . .	New York City.
North Carolina .	Geo. Howard . .	Tarboro	J. T. Morehead . .	Leaksville.
Ohio	Hom. Hamilton . .	Youngstown . . .		
Oregon	Jacob Mayer . .	Portland	J. D. Lee	
Pennsylvania . .	James Long . . .	Philadelphia . . .	R. H. Thomas . . .	
Rhode Island . .	A. B. Chace . . .	Valley Falls . . .	Hez. Conant	
South Carolina .	A. P. Butler . . .	Columbia	W. L. Mouldin . .	
Tennessee . . .	A. J. McWhirter	Nashville	Jno. Slack	Bristol
Texas	T. T. Gamoge . .	Palestine	H. C. Cook	
Vermont	Joel H. Gates . .	Burlington	Henry G. Root . .	
Virginia	J. M. Blanton . .	Richmond	J. B. Pace	
West Virginia .	Philip Pendleton	Berkley Springs .	Alex. Campbell . .	Bethany.
Wisconsin . . .	David Atwood . .	Madison	E. D. Holton . . .	Milwaukee.
Arizona	F. M. Murphy . .	Prescott	Douglas Gray . . .	
Dakota	A. McKenzie . . .	Bismarck	Jno. A. Gaston . .	
Idaho	Geo. L. Shoup . .	Salmon City . . .	Thos. Donaldson . .	Philadelphia.
Montana	Jno. S. Harris . .	Helena	Wm. A. Clark . . .	
New Mexico . .	P. Langhammer .	Cerillos	F. A. Blake	Socorro.
Utah	Joab Lawrence . .	Salt Lake City . .	Wm. G. Galligher .	
Washington . .	Sewell Truax . .	Walla Walla . . .	E. C. Ferguson . .	
Wyoming . . .	Homer Merrill . .	Rowlings	Geo. C. Rafter . .	

NEW ORLEANS.

New Orleans which, according to the census of 1880, was the tenth city in point of population of the United States, is situated on the east side of the Mississippi river, a distance of 107 miles from the Gulf of Mexico.

In extent, it is the largest city in the world—covering an area of 155 square miles, or six square miles more than London, which is 149, and over seven times the area of New York, and 26 square miles more than Philadelphia. It has 650 miles of streets, and is lighted by 4,599 gas lamps, 2,000 oil lamps, and 482 electric lights.

In commercial importance it is the fourth city in the United States.

Among the leading points of interest in New Orleans are: The City park, Exposition Grounds, the French Market, United States Mint, Custom House, the Old St. Louis Cathedral, Chalnette, the battle-grounds of New Orleans, where Jackson won his famous victory over the English; the old Parish Prisons, the Sugar Sheds and Levee; the Lee, Clay, Jackson, Franklin, and Marquette Monuments; the Spanish Fort, West End, and Milneburg and Lake Pontchartrain.

New Orleans was settled by French emigrants in 1718, who formed a colony in 1769; the colony was ceded to the Spanish Crown and remained under that dominion until 1801, when it again became subject to the French rule, in 1803. Napoleon I. sold Louisiana, and with it the city of New Orleans, to the United States for \$15,000,000.

The original limits of New Orleans were laid out by Bienville's surveyors extending along the river front about one mile and four squares in depth. The old Place d'Armes (now Jackson Square) was nearly in the center of the river front.

From this small beginning, the limits of New Orleans have been extended from time to time by natural expansion and the annexation of suburban settlements, till it has now a front on the Mississippi river, from the Barracks to the upper limits of Carrollton, a distance of fifteen miles, and by draining and filling, the four squares in depth have stretched themselves from three and a half to four miles to the shores of Lake Pontchartrain.

The population of the city, in 1718, numbered only 118, while to-day it contains a population of over 250,000.

The design of this book does not permit an extended article on the industries or other details of interest in connection with the city's past and present history. It is the intention here to present only these few general points of interest, and to give hereafter, in the proper places as set forth in the index, all the plain facts that will be of value to the visitor to the city, during the World's Exposition.

The map of the city that accompanies this book should be carefully studied by the visitor, which, together with the other information, after a careful perusal, will make it easy for the visitor to find any place of interest he desires.

INFORMATION FOR TRAVELERS BY RAIL.

BUY YOUR TICKETS BEFORE ENTERING THE CARS.

Tickets. There are four classes of railway tickets in use in the United States on all first-class railroads, viz:

First-class Unlimited. A first-class unlimited ticket is good until used, and if for a long distance, stop-over check can be obtained from any conductor; they usually cost from \$3 to \$10 more than first-class limited, according to the distance.

First-class Limited. Sold from one given point to another, without regard to distance, with sufficient time allowed for a continuous trip; no stop-over allowed. The number of days' limit given are in addition to the day of sale.

Second-class Limited. Same as above, but the passenger can only ride in a second-class coach, and is not allowed the privilege of taking a sleeper.

Emigrant. Sold only to actual emigrants, and good only in second-class coaches.

Half Rates will be charged for children of five and under twelve years of age. Children under five, free, and over twelve, full rates.

Baggage. One hundred and fifty pounds of baggage will be allowed free on each full ticket, and seventy-five pounds free on each half-ticket. No single piece of baggage weighing over two hundred and fifty pounds will be received.

Excess baggage at the rate of 15 per cent. of the regular first-class limited rate.

Tickets must be purchased and baggage checked at least 15 minutes before the arrival or leaving of trains. Present your ticket to the baggage-master at depot, and receive a check for same before entering the car. Railroads are responsible for the safe carrying of baggage intrusted to their care, and for the delivery at the point to which it is checked. Their responsibility is limited to \$100 per package, in event of loss or damage, except in case of special contract.

Train Conductors assign passengers to seats in accordance to the rules of their companies. On most of the railways the seats are locked, but when parties or families traveling together desire it, the conductor will turn the seats for them.

Smoking Cars are attached to all trains. All cars are heated and lighted.

Elegant Drawing-room, Palace, Sleeping, and Magnificent Dining-room Cars are attached to all through trains, for the accommodation of travelers, on which an extra charge is made. Reserved seats in or berth for sleepers can be obtained at the leading ticket offices. On Dining-rooms or Buffet Car passengers can get an elegant meal at very reasonable prices; only those holding first-class tickets are allowed to buy tickets for Drawing-room and Sleeping Cars.

Travelers can buy newspapers and cigars, nuts, fruits, etc., on nearly all the trains from the train newsboys.

Tickets at reduced rates for the round trip to New Orleans and return will be sold at every place of importance in the United States, Canada, and Mexico, and in all the principal cities in the world.

Special rates will be made for associations and clubs to visit the Exposition.

As a general rule the railroad fares are the same between the same points by all routes, without regard to the comparative distances by each; the maximum rate of railroad fare in the United States is three cents per mile.

Travelers approaching New Orleans by rail can have their baggage delivered to any hotel, boarding-house, or residence, as an authorized agent of the New Orleans Transfer Co., passes through the train just before its arrival, who will take up your baggage check, and will give you a transfer check in place of it, thus insuring a prompt delivery of your baggage. He also sells bus tickets to hotels or residences.

All trains in the United States are now run on the new Standard time.

All trains make regular stops for meals at proper intervals, allowing thirty minutes for same; prompt notice is given before starting.

Accident insurance tickets can be bought at all railway ticket offices.

TARIFF RATES FOR PUBLIC PLEASURE VEHICLES.

MAYORALTY OF NEW ORLEANS, }
CITY HALL, February 3, 1883. }

(No. 1357—Administration Series.)

An Ordinance Fixing the Rates which Owners or Drivers of Public Hacks, Carriages, and Cabs may Charge for Use of Same.

SECTION 1. Be it ordained by the City Council of the City of New Orleans, that it shall not be lawful for any owner, driver, or person having charge or authority over a public hack, carriage, or cab, for hire, to charge more than the following rates for the use of the same:

For carriages drawn by two horses, any distance not exceeding one mile (or twelve squares), for one or two persons, one dollar each; and for each succeeding mile or less, seventy-five cents each.

For every such carriage hired by the hour, three dollars for the first hour, and two dollars for each succeeding hour or fractional part thereof, for the use of the entire carriage.

For cabs or carriages drawn by one horse, any distance not exceeding one mile (or twelve squares), for one or two persons, seventy-five cents each; and for each succeeding mile or less, fifty cents.

For every such cab or carriage hired by the hour, two dollars for the first hour, and one dollar and a half for each succeeding hour or fractional part thereof, for the entire cab or carriage.

These rates shall apply from sunrise till midnight. From midnight till sunrise the price shall be fixed by agreement with the

driver, but in no case shall double the above rates be exceeded; provided, however, that nothing in this ordinance shall be so construed as to restrict the owner or driver of any of the vehicles mentioned from contracting at a greater compensation than the rates fixed herein.

SEC. 2. Be it further ordained, that any owner or driver of a vehicle found violating the provisions of this ordinance shall be subjected to a fine not exceeding one hundred dollars, recoverable before any recorder, and in default of the payment, be imprisoned not exceeding thirty days.

SEC. 3. Be it further ordained, that all owners or drivers of public vehicles to whom this ordinance may extend, are required, under a penalty of twenty-five dollars, to have a copy of this ordinance conspicuously posted in their cab or carriage, and in default of the payment of said fine, to be imprisoned not exceeding ten days, or both, at the option of the recorder.

SEC. 4. Be it further ordained, that this ordinance shall take effect from and after the 15th of February, 1872, and all ordinances, or parts of ordinances, in conflict herewith, be and the same are hereby repealed.

Adopted by the Council of the City of New Orleans, February 6, 1872.

A true copy. City Hall, February 3, 1883.

ROAD REGULATIONS, ETC., UNDER CITY ORDINANCES.

1. Pleasure vehicles must have number of their license painted on the lamps.

2. Vehicles must keep to the right of the road.

3. Owners or drivers of vehicles are prohibited from using insulting language or violence, or opposing unlawful resistance to passengers or employers.

Lamps to be kept lighted at night.

Violations of these rules are punishable by fines not exceeding one hundred dollars (\$100), and imprisonment.

FERRIES.

First District.—New Orleans and Algiers; ferry landing, foot of Canal street.

Second District.—New Orleans and Algiers; landing, St. Ann.

Third District.—New Orleans and Algiers; landing, Elysian Fields.

Fourth District.—New Orleans and Gretna; landing, Jackson.

Morgan's Louisiana and Texas Railroad; landing, Esplanade.

Seventh District.—(Carrolton); landing, foot of Jefferson.

Slaughter-House Co.'s Ferry.—From and to slaughter-house, Algiers.

Louisiana Avenue to Harvey's Canal, landing, Louisiana avenue.

Upper Line.—From foot of Upper Line street to Gretna.

STEAM RAILROADS ENTERING NEW ORLEANS.

AND NEW ORLEANS.

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RAILROAD.	LOCATION OF TICKET OFFICES.	LOCATION OF DEPOT.	TRAINS FOR
Louisville & Nashville {	St. Charles and Common. Foot of Canal street. Exhibition Grounds.	Foot of Canal st. Morgan Ferry.	Mobile, Montgomery, Atlanta, Nashville, Louisville, Cincinnati; all Florida points; New York, Philadelphia, and Boston.
Illinois Central . . . {	Canal and Carondelet. Magnolia, foot of Calliope. Exhibition Grounds.	Magnolia, foot of Calliope.	Jackson, Memphis, Cairo, Chicago, Milwaukee, St. Louis, and all points North and West.
Mississippi Valley . . {	61 St. Charles street.	Magnolia, bet. Calliope and Clio sts.	Baton Rouge, Vicksburg, Memphis, Cairo, St. Louis, Kansas City, and West.
N.O. & North-eastern {	34 St. Charles street. Exhibition Grounds.	Press and Levee streets.	Meridian, Birmingham, Chattanooga, Cincinnati, Cleveland, Detroit, and all points East.
Morgan's La. & Texas {	Magazine and Natchez. Foot of Esplanade street. Algiers. Exhibition Grounds.	Foot of Esplanade street. Algiers.	Houston, Galveston, San Antonio, El Paso, San Francisco, and all points in Louisiana, Texas, New Mexico, Arizona, California, and the Pacific slope.
New Orleans Pacific {	St. Charles and Gravier. Foot of Thalia. Gretna. Gouldsboro.	Foot of Thalia. Gretna. Gouldsboro.	Baton Rouge, Shreveport, Marshall, Dallas, Ft. Worth, El Paso, and all points in Texas and Mexico.
N.O., Spanish Ft. & Lake {	Canal and Basin streets.	Canal & Basin sts.	Spanish Fort and Lake.
Pontchartrain Road . . {	Foot of Elysian Field st.	Foot of Elysian Field street.	Milneburg, Mandeville, and Covington.
West End {	Canal and Carondelet.	Canal & Carondelet.	West End and Lake.

INFORMATION FOR TRAVELERS BY SEA.

CARRY AS LITTLE BAGGAGE AS POSSIBLE.

Travelers should procure from their banker *circular letters of credit* and avoid carrying much money on their persons. It is, also, advisable that they should exchange the funds of the country they are in for the funds of the country to which they are bound at the place of starting.

As a rule, purchase tickets only to the point of embarkation.

Travelers will find their comfort enhanced if they purchase and take with them *chairs* for their personal use during the voyage.

The Captain exercises absolute authority on board ship. Travelers desiring information should apply to the purser.

Cabin passengers are allowed on any part of the vessel. Intermediate and steerage are not allowed aft the smoke-stack. Smoking allowed only on the upper deck and in the smoking-room.

Seats at table on shipboard are usually attended to by the steward, and should be selected before leaving port.

Lights are usually extinguished in the saloons at 11 P. M., and in staterooms at 11:30.

Travelers who are inconvenienced by sea-sickness will be benefited by sucking an orange or lemon in their berths before rising in the morning. A little good brandy or whisky is very beneficial. An experienced surgeon is attached to each ship, and medicine and attendance furnished free.

On all steamships it is customary for cabin passengers to pay a gratuity of from \$1 to \$5 to the stewards, according to the amount of attention received.

Do not leave articles of value lying loosely about in your stateroom.

Do not play cards for money without you have a good supply to lose.

Divine service is generally held on Sunday, and is open to every person on board, but no one is compelled to attend if he does not wish.

Before arriving at an American port, the traveler should procure from the purser a form of baggage entry, from which he can ascertain what articles are dutiable. The baggage entry should be filled up and handed to the custom officer, who will examine the baggage and collect the duties upon the arrival of the vessel in port.

Do not offer to pay fees to Custom-house officers.

By complying strictly with custom regulations travelers are safe from annoyances.

In cases of trouble or dissatisfaction the traveler should apply direct to the General Office of the Steamship Company.

At all American ports an authorized agent of a transfer company will meet the traveler upon arrival, and attend to the delivery of baggage to any of the depots, hotels, boarding-houses, or residences. Careful directions should be given the agent to prevent mistakes.

Travelers taking cabs or hacks should read the printed tariff which is pasted in all public vehicles, and see that they are not imposed upon.

STEAMSHIP LINES.

NAME OF COMPANY.	SAILING BETWEEN.		SAILING.	OFFICES IN N. O.
	To.	From.		
Cromwell Line	New York .	New Orleans	Wednesdays	41 Carondelet.
Morgan Line	New York .	" "	"	Magazine & Natchez.
" "	Corp. Christ	Morgan City	Mondays	" "
" "	Braz. Santia	" "	Wednesdays	" "
" "	Indianola .	" "	Tuesdays .	" "
Florida Steamship Co. .	Cedar Keys	New Orleans	Saturdays .	91 & 93 Magazine.
French Comm'cl Line	Havre. . .	" "	Weekly . .	163 Common.
" " " "	Antwerp. .	" "	Semi-M'th y	" "
" " " "	Bordeaux. .	" "	" "	" "
North German Lloyd .	Bremen . .	" "	Monthly. .	42 Union.
Mexican Gulf Line . .	Bremen . .	" "	Semi-M'th y	198 Gravier.
" " " "	Hamburg .	" "	Monthly .	" "
" " " "	Glasgow . .	" "	" "	" "
" " " "	London . .	" "	" "	" "
N. O. & Cent. Am. Line	Bluefield .	" "	Semi-M'th y	32 St. Peter.
" " " "	Greytown .	" "	" "	" "
" " " "	Span. Hond.	" "	" "	" "
N. O. & Guatemala Line	Guatemala.	" "	Monthly. .	32 & 34 Gravier.
Campa. A. L. De Valores	Livingston.	" "	Semi-M'th y	61 Carondelet.
Belize Royal Mail . . .	Belize . . .	" "	Weekly. . .	129 Decatur.
Oteri Pioneer Line . . .	Truxillo . .	" "	" . . .	23 & 25 South Front.
Mexican Transatlantic.	Liverpool .	" "	" . . .	173 Common.
N. Y. & Rotterdam. . .	Rotterdam.	New York...	" . . .	19 Camp.
Austrian Mail	Trieste . .	New Orleans	Semi-M'th y	41 Carondelet.
Morgan Line.	Galveston .	Morgan City	Semi-W'kly	Magazine & Natchez.

Special rates of passage will be given by all lines of steamers to New Orleans during the World's Industrial and Cotton Centennia Exposition.

NEW ORLEANS CITY RAILROADS,

WITH EXPLANATION OF ROUTE OF EACH LINE.

STREET CARS

Run on the Street and in the Direction Given Below.

On Canal street, at the junction of St. Charles and Royal streets, stands Clay Statue, from which (as the central land-mark of New Orleans) *all* the street railroad lines radiate, except two:

Jackson Railroad Depot Line.

French Market & Fair Grounds Line.

Jackson Railroad Depot Line (Red Cars) marked "Jackson Railroad and Pontchartrain Railroad Depot," start from the station on Magnolia street (two squares from the New Orleans, St. Louis & Chicago Railroad Passenger Depot), passing entirely across the city from south to north, crossing Canal street, going down town, one square from Clay Statue, enters Bourbon, through Bourbon to Esplanade, thence to the station on Elysian Fields street alongside of the Pontchartrain Railroad Depot. Returning to the station on

Magnolia street through Royal, crossing Canal street at the Clay Statue, enters St. Charles, through St. Charles, Delord, Dryades, Clio, and thence to the starting point on Magnolia street.

Fair Grounds & French Market Line (Red).—Cars start at the French Market, pass into Dumaine street, out Dumaine to Broad, out Broad street, and thence to the station on Laharpe street. Return by Bayou Road, Broad and Ursulines streets to the starting point at the French Market.

With these two exceptions *all* the street railroad lines start on Canal street at or near Clay Statue, proceeding by the different streets to their several stations, and return to the initial starting point at Canal street.

STREET RAILROAD LINES AND ROUTES.

Canal & Ridge Cemeteries Line (Green).

Canal & Lake Pontchartrain Line (steam cars).

Ridge Cemeteries (Green).—Cars start on Canal street (Lake side of Clay Statue), and pass out Canal street all the way to the Half-way House. Return to the city by the same street back to the starting point near Clay Statue.

Within the vicinity of the Half-way House are located the Ridge Cemeteries (Metairie Ridge Cemetery, Greenwood, Cypress Grove, Firemen's, Odd Fellows' Rest, St. Patrick's, Nos. 1 and 2 Hebrew Cemetery, and Hebrew Association Cemetery), and a short distance from the Half-way House will be found Oakland Park.

Canal & Lake (West End) Steam Cars.—Cars start on Canal street from the same point as those of the Ridge Cemeteries, and traverse Canal street all the way to the Half-way House, and thence along the bank of the new canal to West End on the shore of Lake Pontchartrain, terminus of the line. Return to the city over the same route to the Half-way House, and thence, by Canal street, back to the starting point near Clay Statue.

Canal, Coliseum & Upper Magazine Line (Green).—Cars start at the foot of Canal street, near the Mobile Railroad Depot, go up Canal to Carondelet, up Carondelet to Clio, out Clio to Camp, to and around the right of Coliseum Square to Felicity, through Felicity to and up Chestnut to Louisiana avenue, thence to and up Magazine to the station at Exposition Grounds. Return down Magazine to and through Louisiana avenue to Camp, to Calliope, to St. Charles, and around Lee Place back to St. Charles, thence to Canal, and out Canal to the starting point near the Mobile Railroad Depot.

The cars of this line, in going up town, pass the New Cotton Exchange (in course of erection), the Carondelet-street Methodist Church, the Jewish Synagogues ("Dispersed of Judah," 218 Carondelet; "The Right Way," between Poydras and Lafayette, and Temple Sinai, near Delord street), the New Orleans Female Orphan Asylum, Clio, corner Prytania street; passing out of Clio into Camp street, St. Paul's (Episcopal) Church will be seen just opposite; proceeding up

Camp street, the cars pass Coliseum Square, Felicity-street Methodist church, corner Chestnut street, and within one square of Trinity (Episcopal) Church, on Jackson, corner Coliseum street.

After reaching Coliseum Square, and opposite on Camp street, will be seen the Coliseum-street (Baptist) Church, and a little further up on Camp, the Annunciation (Episcopal) Church, corner Race street.

Magazine-street Line (Green).

Camp & Prytania-street Line (Yellow).

Magazine Line.—Cars start on Canal street (river side of Clay Statue), go up Camp to Magazine Market, pass into and up Magazine street all the way to the station at Exposition Grounds. Return down Magazine street all the way to the initial starting point near Clay Statue.

Camp & Prytania Line.—Cars start on Canal street (river side of Clay Statue), pass up Camp to Prytania, at its intersection with Camp, thence up Prytania all the way to the station at Exposition Grounds. Return down Prytania all the way to Camp, thence to and through Poeyfarre to Magazine, and down Magazine to the starting point, near Clay Statue.

The cars of this line, and the Magazine line, in going up Camp street, pass Lafayette Square, Odd Fellows' Hall, Court Buildings. To the right and opposite Lafayette Square, will be seen Dr. Palmer's Church, and opposite, on St. Charles street, will be seen the City Hall; a little beyond Lafayette Square, on Camp street, will be seen St. Patrick's Church; continuing up Prytania street, the cars pass the New Orleans Female Orphan Asylum, corner Clio, St. Anna's Asylum, corner St. Mary, the Prytania-street (Presbyterian) Church, corner Josephine, the Calvary (Episcopal) Church, corner Conery street, and the Lafayette Cemetery, on Washington, between Prytania and Coliseum streets.

Continuing up Camp, by the Magazine line, you pass St. Paul's (Episcopal) Church, the Coliseum-street (Baptist) Church; on the right will be seen St. Theresa's Church. Passing alongside of Coliseum Square, and on the corner of Race and Camp, will be seen the Annunciation (Episcopal) Church; reaching Magazine Market at St. Andrew street, passing up Magazine street in front of Lafayette (Presbyterian) Church, between Jackson and Philip streets.

Baronne & Carondelet Street Line (White).

Dryades & Rampart Street Line (Green).

Jackson Railroad Depot Line (Red).

Baronne & Carondelet Line.—Cars start on St. Charles street (near Canal), pass up St. Charles to and around Lee Place, to Delord, out Delord to Baronne, up Baronne to and through St. Andrew, back into Baronne, and up Baronne all the way to the station on Eighth street. Return down Carondelet all the way to Canal, and to the initial starting point on St. Charles, corner Canal street.

Dryades & Rampart Line.—Cars start on St. Charles street (near Canal), pass up St. Charles to and around Lee Place to Delord, out Delord to Dryades, up Dryades to and through St. Andrew, and up Baronne all the way to the station on Eighth street. Return out

Eighth to St. Denis, down St. Denis to Dryades, down Dryades to and through St. Andrew, to Rampart, down Rampart to Canal, and thence to the starting point on St. Charles, corner Canal street.

Jackson Railroad Depot Line—Cars start from the station on Magazine street, near passenger depot of Jackson Railroad, enter Erato, through Erato to Carondelet, down Carondelet to and across Canal, enter Bourbon, down Bourbon to Esplanade, and out Decatur, thence through Decatur to the station at Elysian Fields street, alongside the Ponchartrain Railroad Depot. Return through Royal to and across Canal street, at Clay Statue, enter St. Charles, passing up St. Charles to and around Lee Place to Delord, out Delord to Dryades, up Dryades to Clio, and out Clio to the starting point on Magnolia, near Jackson Railroad Passenger Depot.

The cars of this line, also the Baronne & Carondelet, and Dryades & Rampart lines, in going up St. Charles pass the St. Charles Hotel, Masonic Hall, Academy of Music, St. Charles Theater, City Hall, Lafayette Square, Dr. Palmer's Presbyterian Church, Lee Place and within one square of the Jewish Synagogue (Temple Sinai) on Carondelet street.

The Jackson Railroad and the Dryades & Rampart lines pass the St. John the Baptist Church, on Dryades, and St. Mary's Dominican Convent, Dryades, corner Calliope street.

Carrollton, Napoleon avenue & St. Charles Street Line (Green).

Jackson, Baronne & St. Charles Street Line (Red).

***Carrollton, Napoleon Avenue & St Charles Line.**—Cars start on Baronne street (near Canal), pass up Baronne to Delord, out Delord to and around Lee Place into St. Charles street, and up St. Charles, all the way to Napoleon avenue—at this point a change of cars is made, and passengers are conveyed to Carrollton by steam dummies. Return to the city over and through the same streets back to the starting point on Baronne, near Canal street.

Jackson, Baronne & St. Charles Line.—Cars start on Baronne street (near Canal), pass up Baronne to Delord, out Delord to and around Lee Place into St. Charles street, and up St. Charles to Jackson street, and out Jackson street to the station, at the foot of Jackson street, opposite Gretna Ferry Landing.

The cars of these lines in going up Baronne street pass the University Building, corner Common, Poydras Market on Poydras street, and within one square of the Jewish Synagogue, on Carondelet, near Delord street, Lee Place, Ames' Chapel, on St. Charles, corner Calliope, Purves' Sash Factory.

The St. Charles & Carrollton cars continuing on up St. Charles street pass Zion (Lutheran) Church, the St. Charles-street Methodist Church, corner General Taylor street, St. George's (Episcopal) Church, corner Cadiz, Louisiana Retreat Insane Asylum, corner Nashville avenue, and the branch of the St. Mary's Dominican Convent, between Broadway and Upperline streets.

The Jackson street cars entering Jackson street, pass Trinity (Episcopal) Church, Notre Dame de Bon Secours, and the Jewish Synagogue, "Gates of Prayer."

Passengers can take this line for Gretna Depot of Morgan's Texas Railroad.

Tchoupitoulas & New Levee Street Line (Green).

Annunciation & Chippewa Street Line (Red).

***Tchoupitoulas & New Levee Line.**—Cars start on Canal street (river side of Clay Statue), pass up Tchoupitoulas street, all the way to the avenue to the station at the Upper City Park, Sixth District. Return over and through the same street to the station at Louisiana avenue; at this point passengers can return by the Tchoupitoulas line or Annunciation line back to the starting point on Canal street, near Clay Statue.

***Annunciation & Chippewa Line.**—Cars start on Canal street (river side of Clay Statue), go up Tchoupitoulas to Annunciation street, at its intersection with Tchoupitoulas, thence up Annunciation to and around Annunciation Square back into Annunciation street, and thence up Annunciation to the station at Louisiana avenue. Return to Canal through Chippewa, to and around Annunciation Square, back into Annunciation street, and down Annunciation to Delord, out Delord to Peters, and down Peters to Canal street, thence to the starting point near Clay Statue. At Louisiana avenue passengers by this line change cars for upper Tchoupitoulas street and upper City Park, returning to the station on Louisiana avenue in the same cars.

In going up Tchoupitoulas street, by the Tchoupitoulas line, the cars pass the Grain Elevator, within one square of the Water Works Reservoirs, the Louisiana Ice Manufactory, on the river front near Louisiana avenue, the Lane Cotton Mills, between Cadiz and Valance streets, and the Upper Park, Sixth District, reached by this line.

In going up town by the Annunciation line, the cars pass the Maginnis Cotton Mills (in course of erection), the Home of the Aged and Infirm, corner Calliope, the Annunciation Square, within a short distance of St. Alphonsus' Church, Constance street, between St. Andrew and Josephine, St. Mary's Assumption Church, Josephine street, between Constance and Laurel, and St. Michael's Church, Chippewa, between Race and Orange streets.

Canal & Claiborne Street Line (Brown).

Canal & Common Street Line (Brown).

Girod & Poydras Street Line (Brown).

Canal & Claiborne Line.—Cars start on Canal street (near Mobile Railroad Depot), go out Canal to Claiborne street, down Claiborne to Elysian Fields, out Elysian Fields to Urquhart, thence to the station at Lafayette avenue. Return from station, enter Goodchildren, thence to Elysian Fields, back to Claiborne, and through Claiborne all the way to Canal street, and thence to the initial starting point at Canal street.

Canal & Common Line.—Cars start on Canal street (near Mobile Railroad Depot), go out Canal to Rampart, through Rampart to Common, and out Common to the station, between Rocheblave and Tonti streets. Return down Common to Basin, out Basin to Canal street, and thence to the initial starting point at the foot of Canal street.

Girod & Poydras Line.—Cars start at the foot of Canal street (near the levee), pass into Front street, up Front to Girod, out Girod to Liberty, through Liberty to Poydras, out Poydras to Claiborne, through Claiborne to Common, and out Common to the station, between Rocheblave and Touti streets. Return down Common to Claiborne, through Claiborne to Perdido, down Perdido to Carroll, and through Carroll to Poydras, down Poydras to Fulton, and through Fulton to Canal, and thence to the starting point at the foot of Canal street.

The cars of the Canal & Common line, and Girod & Poydras line, pass the great Charity Hospital on Common street, and the Hotel Dieu, on Common between Bertrand and Johnson streets.

Dumaine & Fair Grounds Line (Purple).—Cars start on Canal street (near Clay Statue), go out Canal street to Dauphine, down Dauphine to Dumaine, out Dumaine to Broad, through Broad to Laharpe, and thence to the station on Gentilly Road. Return by Grande Route St. John (crossing Esplanade street), and thence along Bayou St. John to Dumaine, through Dumaine to Broad, out Broad to St. Peter, thence to Burgundy, through Burgundy to Canal street, and thence to the starting point near Clay Statue.

One of the cars of this line, after leaving the station, passes through Broad to Ursulines, down Ursulines to Burgundy, thence to Canal street and to the starting point near Clay Statue.

The cars of this line convey passengers to the Fair Grounds and Jocky Club Race Course.

Levee & Barracks Line (Green).

French Market & Bayou Road Line (Yellow).

French Market & Fair Grounds Line (Red).

Levee & Barracks Line.—Cars start on Canal street (opposite United States Custom House), enter Peters, down Peters to and through Old Levee street, back into Peters, and thence to Enghein, out Enghein to Chartres, down Chartres to Poland, and out Poland to the station, corner Rampart. At this point passengers change cars for the Slaughter House and United States Barracks, lower limits of the city. Return from the Barracks by the same cars back to Poland car station, where a change of cars is again made for the city by either the Levee & Barracks, or Rampart & Dauphine line. The return of Levee & Barracks cars from Poland street is by Poland to Royal, Royal to Enghein, Enghein to Peters, and thence to Canal street, the starting point, opposite the United States Custom House.

French Market & Bayou Road Line.—Cars start on Canal street (opposite United States Custom House), enter Peters, down Peters to and through Old Levee street, back into Peters, thence to Esplanade, out Esplanade to Bayou Bridge. Return to the city over and through the same streets to Canal street, and thence to the starting point, opposite United States Custom House.

The cars of this line pass Jackson Square, St. Louis Cathedral, Court Buildings, Pontalba Buildings, the French Market, the United States Mint, on Esplanade street, and a short distance from the Pont-

chartrain Railroad Depot. The French Market & Bayou Bridge line conveys passengers to the Fair Grounds

French Market & Fair Grounds Line.—Cars start at the French Market, pass into Dumaine street, out Dumaine to Broad, through Broad to Laharpe, and thence to the station on Gentilly Road. Return by Bayou Road to Ursulines street, down Ursulines to the French Market, the initial starting point.

These cars convey passengers to Fair Grounds and Jockey Club Race Course.

Esplanade & Bayou Bridge Line (Yellow).

Rampart & Dauphine Line (Red).

Esplanade & Bayou Bridge Line.—Cars start on Canal street (lake side of Clay Statue), go out Canal to Rampart, down Rampart to Esplanade, and out Esplanade to Bayou Bridge. Return to the city over and through the same streets to the starting point on Canal street, near Clay Statue. At Bayou Bridge passengers can cross over the Bayou Bridge and take the branch line, which will convey them to the Half-way House, head of Canal street. At this point return to the city can be made by the Canal & Ridge Cemeteries line, or continue on to West End, on Lake Ponchartrain, by the Canal & Lake steam cars.

Rampart & Dauphine Line.—Cars start on Canal street (lake side of Clay Statue), go out Canal to Rampart, down Rampart to Esplanade, through Esplanade to Dauphine, down Dauphine to Poland, and out Poland to station, corner Rampart. At this point a change of cars is made and passengers continue on to the United States Barracks and Slaughter-House, lower limits of the city. Return from the Barracks by the same line back to Poland street car station, where a change is again made for the city, and passengers have the choice of returning by either the Rampart & Dauphine, or the Levee & Barracks line. The round trip from Canal street to the Slaughter-House and back to the city for ten cents.

STEAM CARS.

Canal & Lake Pontchartrain Railroad.—Cars start on Canal street (lake side of Clay Statue), go out Canal street, all the way to the Half-way House, and thence along the bank of the New Canal to the shore of Lake Pontchartrain. Return to the city by the same route. These cars carry passengers to Ridge Cemeteries, Half-way House, Metairie Cemetery Association, Oakland Park, and West End (Lake Pontchartrain).

Spanish Fort Railroad.—Cars start from depot on Basin street, near Canal street, pass into Bienville street, and to the City Park, and thence along the bank of the Orleans Canal to the lake shore, and thence along the shore to Spanish Fort. Return to the city by the same route to the starting point on Basin, near Canal street.

Spanish Fort, the terminus of the line, is one of the oldest settlements of Louisiana; the grounds are elegantly and beautifully laid out and handsomely embellished, and offer many attractions, especially to strangers.

Pontchartrain Railroad.—Cars start from the depot, on Elysian Fields street, and go out Elysian Fields street all the way to Milneburg, on the shore of Lake Pontchartrain. Return to the city by the same route to the Elysian Fields Street Depot.

Direct communication with the Pontchartrain depot and Canal street can be made by either the Levee & Barracks line, which start on Canal, opposite the United States Custom House, or the Jackson Railroad Depot cars, which cross Canal, near the Clay Statue.

Carrollton (Seventh District).—Cars start on Baronne, near Canal street, go up Baronne to Delord, out Delord to and around Lee Place into St. Charles avenue, and thence up St. Charles avenue all the way to Carrollton. Horse cars start from Canal street every five minutes. The return to the city is made over the same line, and through the same streets, back to the starting point on Baronne street, near Canal.

The rate of fare is the same on all lines, being for each person over three years of age, five cents.

No half fare.

No tickets used on any line except steam roads.

No exchange tickets are used.

All lines of cars run all night, but between the hours of 12 M. and 6 A. M., only every hour. Fare between these hours, ten cents.

Some streets are occupied by several lines of cars, and visitors should be careful to get into the right car.

Lines marked in the list with a star, run to the Exhibition Grounds.

Average rate of speed, six miles, or seventy-two city squares, per hour.

NUMBERING OF HOUSES.

Numbers are displayed over the entrance of all *houses*. There is no regular system of numbering in use in New Orleans.

NAMES OF STREETS.

The names of streets are displayed on the *lamp-posts*, and at the *corners*. Canal street is the greatest thoroughfare, and divides the city into two portions, which are commonly called French Portion and the Up-Town Portion. The French Portion is all of that part of the city lying on the north side of Canal street. The Up-Town Portion is all that part of the city lying on the south side of Canal street, including Jefferson City and Carrollton. For name of streets, and the location of a number, consult the Street Directory of the City Directory, which is very full and complete.

HOTEL CUSTOMS AND HINTS.

The customs here given are those that prevail at hotels where the higher prices are charged; where lower prices prevail the conveniences at the disposal of the visitor are similarly reduced.

Visitors will find it to their advantage to engage rooms by telegraph or mail. On arrival, the visitor should register his name and procure his room and private parlor, if desired. Each hotel has a public parlor, open to all guests. *No fee to waiters or servants is necessary.* Money or valuables should be deposited in a safe in the office of the hotel. If left in the room they are at owner's risk. A printed tariff with rules is to be found on the door of each room.

All first-class hotels have steam elevators and electric bells, to connect the room with office for the use of guest. Physicians can be procured by application at office. Telegraph office, book or newspaper stand (at which seats can be secured for the places of amusement), barber shop, wash room, reading room, billiard room, bar, cigar stand, and a coat room (where one can leave overcoat or hand baggage, and receive a check for it, free), are connected with all first-class hotels.

New Orleans hotels are conducted on two plans:

The American Plan charges the visitor a fixed rate per day, which pays for meals, lodgings, and attendance. Four meals are served a day (*i.e.*, breakfast, dinner, tea, and supper), in the dining-room used by all guests. The head waiter receives the guests, and assigns them to seats at the table. The guest can select anything desired from a printed bill of fare. An extra charge is made for wine and liquors, and meals sent to rooms. Separate dining-rooms are prepared for nurses and children, at reduced rates. If occupying seats at regular table, full rates are charged.

The European Plan charges the visitor a fixed rate per day, which pays for his room and lodging only. Meals are served at a restaurant connected with the hotel. A printed bill of fare is used, having fixed prices for each item. The visitor orders what he wants, and pays for what he gets.

There are over ten thousand regular boarding and lodging-houses in New Orleans; besides, a large number of persons will rent rooms to visitors. For a list of rooms and prices, call on Mr. Walshe, Chief of Accommodation at the Exposition. City office, 164 Gravier street, opposite the St. Charles Hotel. A list of persons who will entertain and accommodate colored persons, will be found at the same place. No charge is made for any information desired.

A most excellent idea for persons who expect to remain a month or longer, would be to write to some friend or correspondent, in New Orleans, to engage suitable rooms, with breakfast only. This will enable the visitors to attend the Exposition and stay in the inclosure from 10 A. M. to 10 P. M., as they will find splendid restaurants, where they can get lunch and dinner at any hour, at a very reasonable price, and if they desire they can come to Canal street for a six o'clock dinner, and attend the theater without loss of time, or paying for meals in two places.

The temperature of New Orleans from December to May averages about 65° Fahr., but is very damp, especially at night and morning, and no person should go out in the morning without a cup of coffee or a light breakfast. Therefore, it will be a most excellent plan

to get your breakfast where you lodge, and lunch, dinner, and supper, wherever you happen to be.

HOTELS.

NOTE.—The charges, per day, quoted, are named by the hotel proprietors, and will be adhered to during the Exposition.

NAME.	LOCATION.	NUMBER OF ROOMS.	CAPACITY.	CHARGES PER DAY.
Hotel Royal	St. Louis, Royal and Chartres	250	1,000	\$4 00
St. Charles	St. Charles, Common & Gravier	275	1,000	4 00
City	Cor. Camp and Common . .	137	450	3 00 to 4 00
Hotel Vonderblank . .	40 to 46 Magazine.	45	200	European.
Waverley	Cor. Poydras and Camp. . .	62	150	European.
Cassidy's	40 Carondelet.	40	100	European.
Hotel Chalmette . . .	98 St. Charles	50	150	European.
Stock Dealers' Hotel .	7-9 Echo street	50	100	2 50
Denechaud's	56 to 64 Carondelet	60	150	2 50 to 3 50
Lalley's Hotel	St. Charles and Julia	50	100	European.
Strange's	131 Chartres street.	75	150	2 00
Lee House	130 Camp street	100	200	2 50
Continental Hotel . . .	Carondelet and Julia	200	500	3 00 to 3 50

In addition to the above the managers of the Exposition will erect two large hotels, in close proximity to the grounds, to accommodate 1,000 visitors each, besides over two thousand boarding-houses, that can accommodate from ten to forty persons each, at prices varying from \$1.00 to \$2.50 per day. Mr. Walshe, the Chief of Information and Accommodation, office at No. 164 Gravier street, will furnish to any one who calls a list of persons that will entertain visitors, with number they can accommodate, and prices. Several other hotels are now in progress, which will undoubtedly be built, thus assuring full accommodation for all that may come.

NOTE.—All the largest hotels have a large number of furnished rooms, close to the hotels, hence, the number of rooms given in above table are only those in the hotel proper.

COMMON NAMES FOR CURRENCY IN DAILY USE IN NEW ORLEANS.

Quartee —An imaginary $2\frac{1}{2}$ cent piece.

Picayune.—Five cents.

Nickel.—Five cents.

Two-Bits.—Twenty-five cents.

Four-Bits.—Fifty cents.

Six-Bits.—Seventy-five cents.

STEAMBOAT LINES.

PACKET LINES.	WHERE TO.	DAYS OF LEAVING.
Red River	{ Alexander, Shreveport, and all points on Red River }	Tuesday, Thursday, and Saturday, 5 P. M.
Lower Coast	{ Pt. Eads, and Lower Coast landings }	Tuesday, Thursday, and Saturday, at 9 A. M.
Upper Coast	Donaldsonville	Daily, 12 M.
Anchor Line	St. Louis and all way landings. .	Wed. and Sat., at 5 P. M.
Bayou Sara	Baton Rouge and Bayou Sara . .	Mon. and Fri. at 5 P. M.
Vicksburg Line	{ Vicksburg, Natchez, Greenville, and the Bends }	Tuesday and Saturday, at 5 P. M.
Washington and Atchafalaya.	{ Washington, and all points on Atchafalaya River, and Bayou Courtableau }	Wednesday, at 5 P. M.
Ouachita River	{ Monroe, and all landings on Ouachita and Black River . . }	Wednesday, at 5 P. M.
Bayou Teche	{ St. Martinsville, Franklin, and all points on the Teche }	Wednesday and Saturday, at 5 P. M.
Ohio River	{ Baton Rouge, Natchez, Vicksburg, Memphis, Cairo, Evansville, Louisville, and Cincinnati }	Wednesday and Saturday, at 4 P. M.
Mandeville and Covington	{ Mandeville, Covington, and Arbita Springs }	Mandeville—Monday and Thursday. Covington—Tuesday, Friday, and Saturday.

All Steamboats will give special rates to New Orleans during the Exposition, and land passengers at the Exposition wharf.

CURRENCY AND BANKING RULES IN THE U. S.

Copper, Nickel, Silver, Gold, and Paper Currency are used exclusively in the United States. Paper Currency is known as National Bank Notes, U. S. Legal Tender Notes, and U. S. Gold and Silver Certificates.

U. S. and National Bank Notes are in denominations of 1, 2, 5, 10, 20, 50, 100, and 500 dollars.

Silver and Gold Certificates in denominations of 5, 10, 20, 50, 100, 500, and 1,000. All are legal tender in any part of the United States.

Fractional Currency.—Copper, 1 and 2 cent pieces; 100 cents equal 1 dollar (\$).

Nickel, 3 and 5 cent pieces; 100 cents equal 1 dollar (\$).

*Silver, 3, 5, 10, 20, 25, 50 cents, \$1 Standard and Trade Dollars.

Gold, 1, 2½, 3, 5, 10 and 20 dollars.

Banking Hours from 9 A. M. to 3 P. M.

Strangers presenting checks or drafts must be fully identified.

*NOTE:—The 3, 5, and 20 cent pieces are being withdrawn from general circulation.

BANKS AND BANKERS.

BANKS.

NAME.	CAPITAL.	LOCATION.
New Orleans Clearing House		31 Camp street.
Citizens' Bank of Louisiana	\$1,050,000	134 Gravier street.
Germania National Bank	425,000	102 Canal street.
Germania Saving Bank	100,000	51 Camp street.
Hibernia National Bank	470,000	15 Camp street.
Louisiana National Bank	1,360,000	120 and 122 Common street.
Metropolitan National Bank	250,000	91 Canal street.
Mutual National Bank	370,000	106 Canal street.
New Orleans Canal Bank	1,300,000	Corner Camp & Gravier.
New Orleans National Bank	450,000	54 Camp street.
People's Bank	300,000	Corner Decatur & Custom House
State National Bank	725,000	{ 31 Camp street.
		{ Branch, Royal & Conti.
Union National Bank	600,000	Carondelet & Gravier.
Whitney National Bank	400,000	137 Gravier street.

BANKERS AND BROKERS.

NAME.	LOCATION.	NAME.	LOCATION.
T. S. Barton	43 Carondelet.	Leon Jourbert	A Gallier Court
H. W. Benjamin	163 Common.	John Klein & Co	23 Carondelet.
Alex. Bienvenue	26 Carondelet.	Tomy Lafon	46 Royal.
Henry Bier	28 Carondelet.	Horatio Lange	28 Carondelet.
M. F. Bonis	G Gallier Court.	Frank A. Lee & Co	165 Common.
Alex. Bonneral	30 Carondelet.	Oliver H. Lee	165 Common.
Emile Bonnie	6 Carondelet.	Henry Legendre	F Gallier Court.
Bryant, Dudley & Co	189 Gravier.	E. L. Lemarie	F Gallier Court.
Jules Brette	14 St. Charles.	Abel Lemoine	37 Union, 1st D't
Delord Burthe	11 Carondelet.	Geo. LeSassier	174 Common.
A. Cassard	4 Carondelet.	Henry LeSassier	6 Kenner Block.
Lawrence Conroy	118 Carondelet.	E. H. Levy	30 Carondelet.
A. Dagoret	28 Carondelet.	A. J. Louis	159 Common.
A. Delvaille	181 Common.	Macmurdo & Yuille	3 Varieties Place
Wm. Devan	176 Common.	E. W. C. Mabin	13 Carondelet.
Chas. De Ruyter	H Gallier Court	Chas. W. Mittenburger	43 Carondelet.
A. J. Doize	138 Gravier.	Samuel D. Moody	120 Carondelet.
E. A. Ducros	76 Baronne.	Charles Moore	191 Canal.
Elmore Dafour	11 Carondelet.	Moore, Hyams & Co	31 Carondelet.
Chas. L. C. Dupuy	171 Gravier.	Morin & Faurie	155 Common.
Jules Durel	B Gallier Court	Herman Neugass	20 Carondelet.
Steven Eaton	63 Carondelet.	Isadore Newman, Sr.	26 Carondelet.
Laurent Faget	20 Carondelet.	Jacob Newman	19 Camp.
Jno. W. Fairfax	148 Gravier.	Ogden & Bigelow	179 Common.
Fazende & Seixas	19 Carondelet.	H. W. Palfrey	13 Carondelet.
F. Fernandez	28 Carondelet.	Benjamin F. Peters	171 Common.
Harris Levy	177 Common.	Emile H. Reynes	32 Carondelet.
M. J. Hart	177 Common.	John R. Rhodes	52 Carondelet.
Hellwege & Schafer	33 Carondelet.	Henry E. Robinson	69 Canal.
Chas. Hernandez	181 Common.	J. M. Seixas & Co.	184 Gravier.
Jos. L. Herwig	29 Carondelet.	C. B. Soares	163 Common.
Geo. W. Hopkins	9 Carondelet.	Jacob Strauss	6 Carondelet.
Henry A. Horine	45 Baronne.	Gideon Townsend	138 Gravier.
Wm. E. Huger	173 Common.	Jno. A. Watkins	22 Union, 1st D't
Alfred Jarret	177 Common.	Alciade Willoz, Agt	158 Common.
A. L. Johnson	114 Carondelet.		

STANDARD COINS.

Table showing the Value of Standard Coins, in circulation, of the various nations of the world expressed in the money account of the United States.

COUNTRY.	MONEY UNIT.	STANDARD.	VALUE IN U. S. MONEY.	STANDARD COIN.
Austria	Florin	Silver	\$0.40, 7	1, 10, and 20 francs.
Belgium	Franc	Gold and Silver . . . . .	.19, 3	Boliviano.
Bolivia	Boliviano	Silver . . . . .	.82, 3	. . . . .
Brazil	Milreis, 1,000 reis	Gold . . . . .	.54, 6	. . . . .
British Pos. in N. A.	Dollar	Gold	1.00	Condor, doubloon, and escudo.
Chili	Peso	Gold and Silver . . . . .	.91, 2	1-16, $\frac{1}{8}$, $\frac{1}{4}$, $\frac{1}{2}$, 1 doubloon.
Cuba	Peso	Gold and Silver . . . . .	.93, 2	10 and 20 crowns.
Denmark	Crown	Gold . . . . .	.26, 3	Peso.
Ecuador	Peso	Silver . . . . .	.82, 3	5, 10, 25, 50, and 100 piasters.
Egypt	Piaster	Gold . . . . .	.04, 9	5, 10, and 20 francs.
France	Franc	Gold and Silver . . . . .	.19, 3	$\frac{1}{2}$ sovereign and sovereign.
Great Britain	Pound Sterling	Gold	4.86, $\frac{1}{2}$	2, 10, 20, 50, and 100 drachmas.
Greece	Drachma	Gold and Silver . . . . .	.19, 3	5, 10, and 20 marks.
German Empire	Mark	Gold . . . . .	.23, 8	. . . . .
India	Rupee, 16 annas	Silver . . . . .	.39	5, 10, 20, 50, and 100 lire.
Italy	Lira	Gold and Silver . . . . .	.19, 3	1, 2, 5, 10, and 20 yen, gold and silver.
Japan	Yen	Silver . . . . .	.88, 8	. . . . .
Liberia	Dollar	Gold	1.00	Peso or dollar, 5, 10, 25, and 50 centavo.
Mexico	Dollar	Silver . . . . .	.89, 4	10 and 20 crowns.
Netherlands	Florin	Gold and Silver . . . . .	.40, 2	Sol.
Norway	Crown	Gold . . . . .	.26, 8	2, 5, and 10 milreis.
Peru	Sol	Silver . . . . .	.82, 3	$\frac{1}{4}$, $\frac{1}{2}$, and 1 rouble.
Portugal	Milreis, 1,000 reis	Gold	1.03	. . . . .
Russia	Rouble, 100 Copecks	Silver . . . . .	.65, 8	5, 10, 20, 50, and 100 pesetas.
Sandwich Islands	Dollar	Gold	1.00	10 and 20 crowns.
Spain	Peseta, 100 centimes	Gold and Silver . . . . .	.19, 3	. . . . .
Sweden	Crown	Gold . . . . .	.26, 8	5, 10, and 20 francs.
Switzerland	Franc	Gold and Silver . . . . .	.19, 3	. . . . .
Tripoli	Mahn, 20 piasters	Silver . . . . .	.74, 3	25, 50, 100, 250, and 500 piasters.
Turkey	Piaster	Gold . . . . .	.04, 4	Peso.
U. S. of Colombia	Peso	Silver . . . . .	.82, 3	5, 10, 20, 50, and 100 bolivar.
Venezuela	Bolivar	Gold and Silver . . . . .	.19, 3	. . . . .

NEW ORLEANS POST-OFFICE.

U. S. Post-office and Custom House Building square, bounded by Canal, Decatur, Peters, and Custom House streets.

Letter boxes are attached to lamp-posts at nearly all corners, and at the prominent hotels.

OFFICE HOURS.

General Delivery, 8 A. M., to 6 P. M.

General Delivery, Sunday, 9 A. M. to 12 M.

Money Order Department, 9 A. M. to 4 P. M.

Registered Letter Department, 9 A. M. to 4 P. M.

Stamp and Envelope Department, 8 A. M. to 5 P. M.

Money Order and Registered Letter Department not open on Sundays.

Stamp and Envelope Department open on Sundays from 9 A. M. to 12 M.

Carrier Department make deliveries and collections, Delord to Wann, and from Rampart to the river, leaving post-office at 8 A. M., 10:30 A. M., 12:15 P. M., and 3 P. M. Collectors as above make deliveries and collections in all portions of the city, other than above, leaving Post-office at 8 A. M. and 1 P. M.

Sunday collections from Esplanade to Thalia, and from Basin to river at 2 P. M.

Timely notice will be given at Post-office bulletin board of departures of mails for Havana, Mexico, Honduras, Belize, Guatemala, St. Thomas, Ruatan, Truxillo, and all Central South American and West India ports.

DOMESTIC POSTAGE RATES.

On all letters throughout the United States, two cents for each half ounce or fraction thereof.

Drop or Local letters two cents where there is a free carrier delivery, or one cent at all other offices.

Valuable letters can be registered on payment of a fee of ten cents.

Money Orders not exceeding \$10 8 cents

“ “ over \$10, and not exceeding \$15 10 “

“ “ “ 15 “ “ 30 15 “

“ “ “ 30 “ “ 40 20 “

“ “ “ 40 “ “ 50 25 “

“ “ “ 50 “ “ 60 30 “

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“ “ “ 80 “ “ 100 45 “

A single money order may include any amount from one cent to one hundred dollars, but must not contain a fractional part of a cent.

Postal Notes are issued at all money order offices for sums less than \$5.00 at a uniform fee of three cents each.

Postal Cards can be purchased at any office. Domestic at one cent each; foreign, good for any country in the postal union, two cents each.

Newspapers.—On all transient newspapers throughout the United States, the postage is one cent for every four ounces, or fraction thereof.

TELEGRAPH AND TELEPHONE SERVICE.

Telegrams can be sent to any part of the world from the Exposition ground, from all the principal hotels, depots, ticket offices, or by telephone from any of the pay stations of the telephone company, to the head offices of the Western Union Telegraph Co., corner St. Charles and Gravier streets.

The American District Telegraph Co. has boxes in all hotels, exchanges, and the principal business houses for calling messengers, for the prompt delivery of letters, notes, small packages, and telegraph messages, also, for calling police and giving fire alarms.

PUBLIC BUILDINGS AND INSTITUTIONS.

NAME.	LOCATION.	HOURS OF ADMISSION.	WHERE TO PROCURE TICKETS OF ADMISSION.
City Hall	St. Charles street, cor. Lafayette	8 A.M. to 5 P.M. .	None required.
Custom House	Canal, Decatur, Peter, and Custom House .	9 A.M. to 5 P.M. .	" "
Cotton Exchange . .	Carondelet & Gravier	9 A.M. to 5 P.M. .	From members.
Post-office	Canal and Decatur . .	9 A.M. to 5 P.M. .	None required.
U. S. Mint	Esplanade, cor. St. Peter	Daily, from 10 to 3	At the door.
U. S. Barracks	S. E. city limits . . .	Every day	None required.
Parish Prisons	Orleans, bet. N. Liberty and Marais . . .	Wednesday and Saturday . . .	City Hall.
St. Louis Cathedral .	Chartres, bet. St. Ann and St. Peter	Every day	None required.
Jesuits' Cathedral . .	Baronne near Common	" "	" "
Court House	Chartres, bet. St. Ann and St. Peter . . .	" "	" "
Masonic Temple . . .	St. Charles, cor. Camp	" "	" "
Odd Fellows' Hall . .	. . . . .	. . . . .	. . . . .
Sugar Sheds	River Front, bet. Canal and Bienville . . .	" "	" "
Bible House	163 Camp street . . .	" "	" "
Continental Guards Armory	Odd Fellows' Hall . .	" "	" "
Washington Artillery Arsenal	St. Charles, bet. Julia and Girod	" "	" "
Boys' House of Refuge	Metairie Road, bet. Bienville and Conti	Wednesday and Saturday . .	" "
Girls' House of Refuge	Annunciation, S.W. cor. Callopie	Every day	" "
La Retreat Insane Asylum	Clay Ave., bet. Camp and Coliseum	" "	" "
Shakespeare Alms House	Rampart, bet. Nashville Ave. & Arabella	" "	Mayor's office, City Hall.

PLACES OF AMUSEMENT.

NAME.	LOCATION.	CHARACTER OF AMUSEMENT.	GENERAL ADMISSION.	DRESS CIRCLE.	PARQUET.	FAMILY CIRCLE.	GALLERY.	CHAIRS IN PRIVATE BOXES.	PRIVATE BOXES.
Academy of Music	90 and 92 St. Charles street . .	Dramatic	\$1 00	\$1 00	\$1 00	\$0 50	\$0 25	. . . . .	\$ 10 00
Grand Opera House	Canal near Dauphine	Dramatic	1 00	1 00	1 00	50	25	. . . . .	10 00
Grunewald's Opera House	18 Baronne street	Dramatic	1 00	1 00	1 00	50	. . . . .	. . . . .	. . . . .
St. Charles Theater	102 St. Charles street	Dramatic	1 00	1 00	1 00	50	25	. . . . .	10 00
Theatre de l'Opera	Bourbon, cor. Toulouse	French Opera	1 50	2 00	2 00	1 50	75	\$1 50	\$6 00
Werlein's Hall	Bourbon, cor. Perdido	Dramatic	1 00	1 00	1 00	50	25	. . . . .	6 00
Frarantie's Pavillion	Bourbon, cor. Orleans	Varieties . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Gorman's Pavillion	Third and Chippewa streets	Varieties	10	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Robinson's Dime Museum	126 Canal street	Museum	10	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Wenger's Garden	11 and 13 Bourbon	Orchestral	Free	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Park Theater	42 Royal	Varieties	Free	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Palace Royal	36 Royal	Varieties	Free	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Tivoli	32 Royal	Varieties	Free	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

SUMMER THEATERS.

West End Opera House	West End	Opera	\$0 50	\$0 75	. . . . .	. . . . .	. . . . .	. . . . .	\$5 00
Spanish Fort Opera House.	Spanish Fort	Opera	50	75	. . . . .	. . . . .	. . . . .	. . . . .	5 00
Old Lake End Opera House.	Milneburg	Opera	50	75	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

Box offices open from 9 A.M. to 5 P.M., for sale of reserved seats. Reserved seats for sale at the principal hotels. Evening performance, 8 o'clock, P.M.; matinee, 12 M.

FINANCIAL AND COMMERCIAL ASSOCIATIONS.

New Orleans Cotton Exchange, Carondelet and Gravier streets.
 New Orleans Produce Exchange, 44 Magazine street.
 New Orleans Sugar Exchange, corner North Front and Beinville.
 New Orleans Stock Exchange, 29 Carondelet street.
 Mexico Central and South American Exchange, 124 Common.
 Mechanics', Dealers', and Lumbermen's Exchange, 187 Gravier.
 New Orleans Fruit Exchange, 41 South Front street.
 Chamber of Commerce, Carondelet and Gravier streets.

SCIENCE AND ART ASSOCIATIONS.

Academy of Science, north-west corner Baronne and Common.
 Southern Art Union, 203 Canal street.
 Louisiana Historical Society, Baton Rouge.
 New Orleans Law Association, Chartres and St. Ann streets.
 Lee Monument Association, 13 Carondelet street.
 Greek and Slavonic Association, 44 Perdido street.
 New Orleans Phylatatic Society, Franklin street.

HOSPITALS, INFIRMARIES, ASYLUMS, AND DISPENSARIES.

Charity Hospital—Square bounded by Common, Honor, Locust, and ——— streets.
 Hotel Dieu—Common, between Bertrand and South Johnson.
 Luzenburg Hospital—431 Elysian Fields street.
 Small-pox Hospital—South Hagan avenue, between Canal and Common streets.
 Hospital de la St. Famille, for Colored Widows—40 St. Bernard avenue.
 Circus Street Infirmary—132, 134 South Rampart street, 1st district.
 Camp Nicholl's Soldier's Home—Bayou St. John, near foot of Esplanade street.
 Infirmary of Sisters of Charity—Common, between Bertrand and South Johnson.
 Touro Infirmary—Prytania between Amelia and De la Chaise.
 Asylum for Orphan Boys—St. Charles between Dufossat and Bellecastle streets.
 Asylum of the Holy Family—40 St. Bernard avenue.
 Asylum of the Immaculate Conception—Rampart corner Elmira streets.
 Asylum of the Little Sisters of the Poor—North Johnson corner Laharpe streets.
 Beauregard Asylum—Pauline between St. Claude and North Rampart streets.
 Children's Home (Episcopal)—Jackson, corner St. Thomas streets.

Children's Home (Colored)—40 South Liberty.

Faith Home for the Aged and Destitute—Pitt, south-east corner Robert.

Fink Home—Camp between Antoine and Amelia streets.

German Protestant Asylum—State between Camp and Chestnut.

Girod Asylum—Metairie Road between Conti and St. Louis streets.

Home for the Aged and Infirm—Carondelet street, corner Nashville avenue.

Indigent Colored Orphan Asylum—393 Dauphine street.

Jewish Widow and Orphan Asylum—Jackson, corner Chipewa streets.

Louisiana Retreat for the Insane—Henry Clay avenue between Camp and Coliseum.

Lutheran Orphan Asylum—North Peter between Audry and Flood streets.

Mt. Carmel Female Orphan Asylum—53 Piety street.

New Orleans Female Orphan Asylum—Clio between Camp and Prytania streets.

Poydras Orphan Asylum for Females—Magazine between Leontine and Peters avenue.

Protestant Orphan Home—Seventh and Constance streets.

Providence Asylum for Colored Female Children (Hospital)—Corner North Tonti street.

Societe Francaise de Bienfaisance Asylum—St. Ann between North Derbigny and North Roman streets.

St. Alphonsus Orphan Asylum—Fourth, corner St. Patrick.

St. Ann Asylum—Prytania, corner St. Mary streets.

Widow and Orphan, Father Turgis' Asylum—St. Claude, corner Pauline streets.

St. Vincent Half Orphan Asylum—Cambronne between Second and Burthe streets.

St. Mary's Orphan Asylum for Boys—Chartres between Mazant and French streets.

St. Elizabeth Orphan Asylum—Napoleon avenue, corner Prytania street.

St. Vincent Infant Orphan Asylum—Magazine, corner Race.

St. Joseph Orphan Asylum—Josephine, corner Laurel streets.

LIBRARIES AND READING ROOMS.

City Library, room 10, City Hall.

State Library, corner Common and Dryades.

Law Library, Camp and Lafayette streets.

Fisk Free Library, Tulane Hall, Baronne street.

Young Men's Christian Association Library, 15 Camp street.

Soule's College Library, St. Charles, corner Lafayette street.

Southern Art Union Library and Reading Room, 203 Canal street.

COLLEGES.

University of Louisiana, Common and Baronne streets.

University of Louisiana, Medical Department, Common between Baronne and Dryades streets.

University of Louisiana, Law Department, corner Common and Dryades streets.

Louisiana College of Pharmacy, 300 Common street.

Jefferson Academy, 95 Conti street.

Jesuits' College, corner Common and Baronne streets.

Soule's College, St. Charles and Lafayette streets.

Southern University, 160 Prytania street.

Straight University, Canal, corner Tonti streets.

Valence Institute, 129 Valence street.

NEW ORLEANS NEWSPAPERS.

NAME.	PRICE, PER COPY.	POLITICS.	OFFICE.
Bee (French) . . . Daily	5 cents	Democratic	73 Chartres street
City Item "	5 "	Independent	39 Natchez street
Evening Chronicle " "	5 "	Democratic	23 Bank Place
German Gazette . . " "	5 "	Democratic	108 Camp street
Picayune "	5 "	Democratic	66 Camp street
States "	5 "	Democratic	90 Camp street
Times-Democrat . . " "	5 "	Democratic	58 Camp street
Morning Star . . . —	5 "	Catholic	116 Poydras street
Mascott —	5 "	Independent	68 Camp street
Figaro (Illustrated) —	10 "	Independent	36 Natchez street

EXPRESS COMPANIES.

NAME.	CARRY TO	GENERAL OFFICE.
Baldwin's	Europe & Cuba.	163 Gravier street.
Davis & Co.	Europe.	48 Carondelet street.
New Orleans Express.	All parts of the city.	175 Common street.
New Orleans Tran. Co.	All parts of the city.	125 Common street.
Miss. Valley Express .	Miss., La. & Tenn.	St. Charles & Union.
Pacific Express . . .	La., Tex., Ark. & Mo.	20 Camp Street.
Southern Express . .	All Points.	18-20 Union street.
Texas Express Co. . .	Texas Points.	18-20 Union street.
Wells, Fargo & Co. .	Cal., Pac. Coast & Mex.	18-20 Union street.

FOREIGN CONSULS AND CONSULAR AGENTS AT NEW ORLEANS.

- Argentine Republic**—Wallace Ogden, Consul, 179 Common street.
Austria-Hungary—Baron Meysenberg, Consul, 71 Carondelet street.
Belgium—Anton J. R. Landauer, Consul, 45 Carondelet street.
Bolivia—Joseph P. Macheea, Consul, 7 South Front street.
Brazil—Allan Eustis, Vice-Consul, Rampart between Ursulines and Hospital streets.
Costa Rica—J. A. Quintero, Consul, 66 Camp street.
Danish—H. F. Klumpp, Consul, 42 Union street, 1st district.
France—Paul d' Abzac, Consul-General, 92 Royal street.
German Empire—John Kruttsehnitt, Consul, 66 Carondelet.
Great Britain—A. de G. de Fonblanque, Consul-General, 13 Carondelet street.
Greece—N. M. Benaehi, Consul, 44 Perdido street.
Guatemala—E. Martinez, Consul, 77 Custom House street.
Hayti and San Domingo—J. E. DeMeza, Consul, 346 St. Mary.
Hawaii—Vacant.
Honduras—L. M. Avendano, Consul, 155 Common street.
Italy—M. C. Marefoschi, Consul, 84 Conti street.
Mexico—J. Franciseo de Zamacona, Consul, room 1, 28 Natchez street.
Netherlands—Adolph Schreiber, Consul, 61 Carondelet street.
Norway and Sweden—B. F. Bengston, Vice-Consul, "I" Gallier Court.
Russia—J. F. Schroder, Consul, 62 Baronne street.
San Salvador—Em. Martinez, Consul, 77 Custom House street.
Spain—Arturo Baldasano y Zopete, Consul; Pedro Solis, Vice-Consul, 5 Commercial Place.
Switzerland—Emile Hoehn, Consul, 63 Custom House street.
United States of Colombia—Em. Martinez, Consul, 77 Custom House street.
Uruguay—Leonard Sewell, Consul, 25 Carondelet street.
Venezuela—Em. Martinez, Consul, 77 Custom House street.
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CEMETERIES.

To the stranger visiting New Orleans for the first time, one of the most interesting places to see are the Cemeteries, from the novelty of their construction. The tombs and vaults nearly all being wholly above ground in the shape of ovens. This is caused by not being able to dig graves, owing to the fact that they become filled with water, caused by the ground, on which the city is built, being lower than the water in the Mississippi River.

American.—North Basin, between St. Louis and Conti streets. (Reached by Rampart and Dauphine cars.)

Charity Hospital	}	Ridge Cemeteries, Metairie Ridge, head of Canal street. (Reached by Canal and Ridge Cemeteries, or Canal and Lake steam cars.)
Cypress Grove		
Fireman's		
Greenwood		
Hebrew		
Masonic		
Metairie Cemetery Associat'n		
Odd Fellows' Rest		
St. John's Lutheran Church		

Carrollton Cemetery.—Between Adams and Lower Line, Sixth and Seventh. (Nearest cars, St. Charles, Napoleon avenue, and Carrollton.)

Girard Street.—South Liberty, between Perilliant and Cypress streets. (Reached by Girard and Poydras cars.)

Hebrew.—Jackson, between Basin and Franklin streets. (Reached by Rampart and Dryades cars.)

Lafayette.—Washington, between Coliseum and Prytania streets. (Reached by Camp and Prytania, Camp, Coliseum, and Upper Magazine cars.)

Locust Grove.—Sixth between Locust and Fretret streets. (Nearest cars, Dryades and Rampart.)

St. Louis (New)—Esplanade, near Bayou Bridge. (Reached by Esplanade and Bayou Bridge cars.)

St. Louis, No. 1.—North Basin, North Liberty, Conti, and St. Louis streets. (Take Rampart and Dauphine cars.)

St. Louis, No. 2.—Between Custom House and St. Louis, North Robertson, and North Claiborne streets. (Nearest cars, Rampart and Dauphine, or Canal cars.)

U. S. Cemetery.—(Chalmette). River banks, city limits, on a part of the battle-ground where General Jackson fought the battle of New Orleans, 1814. (Take Rampart and Dauphine, and Levee and Barracks cars.)

PARKS, SQUARES, ETC.

Upper City Park contains 247 acres; is located at the upper part of the city, between the part of the city known as Jefferson and Carrollton; it is bounded by St. Charles avenue, the river, Exposition Boulevard, and Walnut street. It is splendidly located, and is the site of the Exposition Buildings. Six lines of street railroads are now complete to the park; besides, it is reached by most of the railroads entering the city, and by the river. It will be the most important place of resort during the World's Exposition.

Lower City Park, fronting on Metairie Road, between the old and new Canal, contains about one-half a square mile, and is famous for the live oaks that grow within its limit. This is the favorite resort for picnics. It was bequeathed to the city by the late John McDonough, about twenty-five years ago. (Reached by Canal and Metairie Ridge, Esplanade and Bayou St. John, and Canal and Lake steam cars.)

Jackson Square.—The old "Place d'Armes," so famous in the

early history of New Orleans, is bounded by Chartres, Decatur, St. Peter, and St. Ann streets. It contains the equestrian statue of General Andrew Jackson, by Clark Mills. Near by is the famous French Market, and facing the square, on Chartres, is the old St. Louis Cathedral. (Reached by Levee and Barracks cars.)

Lafayette Square, bounded by Camp, St. Charles, North, and South streets, contains the statue of Benjamin Franklin, a gift to the city from the late Charles A. Weed, of the *New Orleans Times*. (Passed by the Magazine, Camp and Prytania, Baronne and Carondelet, and Dryades and Rampart cars.)

Tivoli Circle, Lee Place, at the intersection of St. Charles and Delord streets, the site of the elegant bronze colossal statue of General Robert E. Lee. (Reached by the Baronne and Carondelet, Dryades and Rampart, and St. Charles and Napoleon avenue cars.)

Congo Square, bounded by North Rampart, St. Claude, St. Peter, and St. Ann streets, once celebrated as a slave mart, contains a handsome fountain, and nicely laid out in walks. The Parish Prisons are near by. (Reached by Rampart and Dauphine, and Esplanade and Bayou Bridge cars.)

Annunciation Square, bounded by Rae, Orange, Annunciation, and Chippewa, contains a beautiful fountain. (Reached by the Annunciation and Chippewa cars.)

Clay Square.—Annunciation, Chippewa, Second, and Third streets. (Reached by the Annunciation and Chippewa cars.)

Margaret Place is formed by the triangle between Camp, Prytania and Ohio streets, directly in front of the New Orleans Female Orphan Asylum, and contains a fine marble statue of Margaret Haugherty. The first public statue ever erected to a woman in the United States. (Passed by the Magazine, Camp and Prytania, and Canal, Coliseum and Upper Magazine cars.)

Clay Statue, corner St. Charles and Canal streets.

Lawrence Square.—Magazine, Camp, Napoleon avenue, and Berlin street. (Reached by Canal, Coliseum and Upper Magazine, and St. Charles and Napoleon avenue cars.)

McCarty Square.—Burgundy, North Rampart, Pauline, and Jeanna streets. (Reached by Rampart and Dauphine cars.)

Washington Square.—Royal, Dauphine, Frenchman, and Elysian Fields street. (Reached by Levee and Barracks; or Jackson Railroad Depot cars.)

Fair Grounds.—Gentilly Road, east of Esplanade street. (Reached by Esplanade and Bayou Bridge, Dumaine and Fair Grounds, Bayou Road and French Market cars.)

Louisiana Jockey Club (house and grounds), located on Esplanade, near Bayou St. John, has an elegant club house, and beautiful grounds, for entertainment of visitors. Spring and winter meetings given yearly, at which some of the finest stables in the country are represented. An unusual fine programme for the coming winter and spring is being arranged. (Reached by Esplanade and Bayou Bridge, Dumaine and Fair Grounds, Bayou Road and French Market, and French Market and Fair Grounds cars.)

Oakland Park.—Metairie Ridge. (Reached by Canal Ridge and Cemeteries, and Canal and Lake steam cars.)

Douglas Square.—Howard, Freret, Third, and Fourth streets. (Nearest cars, Dryades and Rampart.)

Coliseum Place.—Camp, Coliseum, Melpomene, and Race streets. One of the prettiest parks in the city. The leading resort for nurses and children. (Reached by Magazine, and Canal, Coliseum and Upper Magazine cars.)

CHURCHES.

Morning Services commence at 11 A. M.

Afternoon Services commence at 4 P. M.

Evening Services commence at 7:30 P. M.

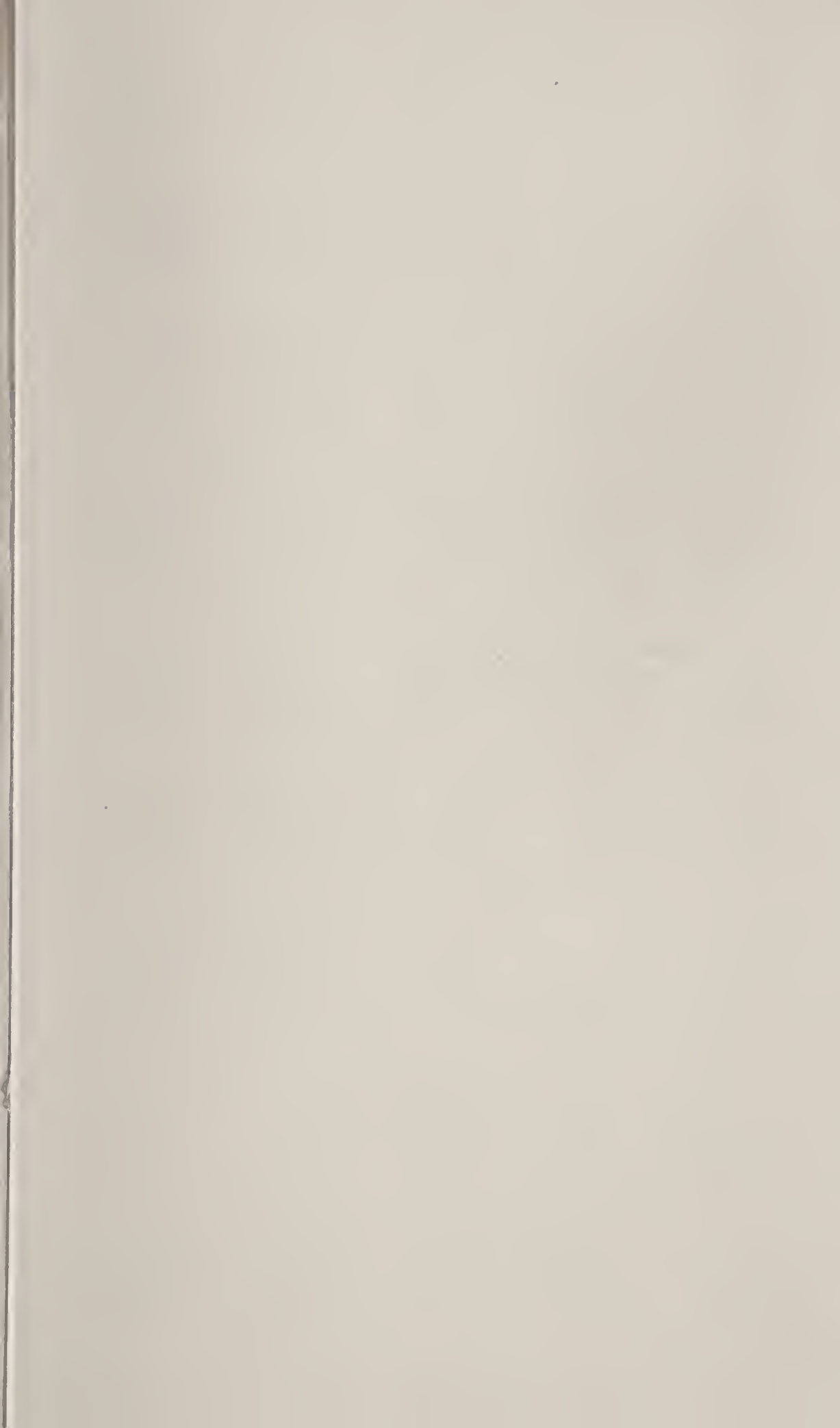
DENOMINATION.	No. OF CHURCHES.	PROMINENT CHURCHES.	
		LOCATION.	NAME OF PASTOR.
Baptist	22	Camp, corner Terpsichore st.	Rev. S. Landrum.
Baptist (Colored) . .	21	371 Common street.	" A. Armstrong.
Christian	2	Camp, corner Melpomene st.	" W. L. Gibson.
Congregational (Col.)	5	S. Liberty, cor. Gasynet st.	" R. Alexander.
Evangelical (Protes't)	3	Milan, corner Camp st. . .	" Julius C. Kremer.
Evangelical (German)	5	Clio near St. Charles st. . .	" August Gehrke.
Greek	1	N. Dollhonde near Hospital st	" Kalitski Michel.
Hebrew	5	Carondelet near Delord st. .	" J. K. Guthein.
Lutheran	8	St. Charles Ave. & St. Andrew	" P. Roesner.
Methodist Episcopal.	9	St. Charles Ave. cor. Calliope.	" J. G. Vaughn.
Methodist E. (Col.) .	13	290 Perdido street	" James D. Hudson.
Methodist E. (South)	10	147 Carondelet street	" Felix R. Hill.
Pre-byterian	13	Lafayette Square	" B. M. Palmer.
Protestant Episcopal.	13	Canal, corner Dauphine st. .	Rt. Rev. J. N. Galleher.
Roman Catholic . . .	35	Chartres, St. Peter & St. Ann st	Most Rev. F. X. Leray.
Unitarian	1	St. Charles and Julia street .	Rev. Chas. A. Allen.
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No visitor to New Orleans should fail to visit the old St. Louis Cathedral, on Chartres street, between St. Ann and St. Peter, the third of the name that has been erected on its site. The first, a small abode, built in 1718, about the date of the founding of New Orleans; the second, in 1725, and the present one in 1788, which was erected wholly through the liberality of Colonel Don Andres Almonester y Roxas, a wealthy Spaniard. The three altars are masterpieces of religious expression in their design. The ceiling is trescoed in the higher artistic style. The center piece represents the Transfiguration. Behind the main altar is a grand semi-historic picture, representing St. Louis, presenting the Crusaders with a banner. It was executed by Brumbracht.

TOURISTS' TRIPS FROM NEW ORLEANS.

NOTE.—See Information for Travelers by Rail, on page 20. Prices given are the regular rates customarily charged. It is expected that special reductions will be made for the benefit of visitors to the Exposition. As these prices will vary, apply for full information to the ticket offices of the various railroads, which will be found on page 23.

To	VIA	DEPOT	DIST. IN MILES.	1st-class lim- ited tickets from New O.
Atlanta, Ga.	L. & N. R. R.	Foot of Canal	496	\$14 90
Augusta, Ga.	" " " " " " " " " " " "	" " " " " " " " " " " "	641	19 55
Austin, Tex.	Morgan's L. & T. R. R.	Foot of Esplanade	527	17 50
Baton Rouge, La.	Miss. Valley R. R.	Magnolia & Calliope	98	3 60
Charleston, S. C.	L. & N. R. R.	Foot of Canal	779	24 20
Chihuahua, Mex.	Morgan's L. & T. R. R.	Foot of Esplanade	1,388	46 25
Chattanooga, Tenn.	North-eastern R. R.	Press & Levee	490	14 45
Corpus Christi, Tex.	Texas Pacific R. R.	Foot of Thalia	892	28 50
Dallas, Tex.	" " " " " " " " " " " "	" " " " " " " " " " " "	515	16 95
Denver, Col.	Illinois Central R. R.	Magnolia & Calliope	1,520	42 50
El Paso, Tex.	Morgan's L. & T. R. R.	Foot of Esplanade	1,163	36 35
Eureka Springs, Ark.	Illinois Central R. R.	Magnolia & Calliope	804	26 45
Fort Worth, Tex.	Texas Pacific R. R.	Foot of Thalia	547	17 90
Galveston, Tex.	Morgan's L. & T. R. R.	Foot of Esplanade	411	14 00
Hot Springs, Ark.	Illinois Central R. R.	Magnolia & Calliope	569	19 80
Havana, Cuba	Morgan Line Steamer.	Opp. Jackson Square.	620	35 00
Houston, Tex.	Morgan's L. & T. R. R.	Foot of Esplanade	361	12 50
Huntsville, Ala.	Illinois Central R. R.	Magnolia & Calliope	459	13 75
Jackson, Miss.	" " " " " " " " " " " "	" " " " " " " " " " " "	183	5 50
Jacksonville, Fla.	L. & N. R. R.	Foot of Canal	615	19 35
Kansas City, Mo.	Illinois Central R. R.	Magnolia & Calliope	881	23 50
Key West, Fla.	Morgan Line Steamer.	Algiers	540	50 00
Knoxville, Tenn.	North-eastern R. R.	Press & Levee	601	18 10
Laredo, Tex.	Morgan's L. & T. R. R.	Foot of Esplanade	731	23 60
Little Rock, Ark.	Illinois Central R. R.	Magnolia & Calliope	529	17 80
Louisville, Ky.	L. & N. R. R.	Foot of Canal	741	16 15
Macon, Ga.	" " " " " " " " " " " "	" " " " " " " " " " " "	516	15 80
Matamoras, Mex.	Morgan's L. & T. R. R.	Foot of Esplanade	940	23 00
Mexico City, Mex. (rail)	" " " " " " " " " " " "	" " " " " " " " " " " "	2,393	87 60
Mexico City, Mex. (wat)	Morgan Line Steamer.	Algiers	1,013	60 00
Monterey, Mex.	Morgan's L. & T. R. R.	Foot of Esplanade	903	30 25
Mobile, Ala.	L. & N. R. R.	Foot of Canal	141	4 25
Mammoth Cave, Ky.	" " " " " " " " " " " "	" " " " " " " " " " " "	...	18 50
Montgomery, Ala.	" " " " " " " " " " " "	" " " " " " " " " " " "	321	9 65
Nashville, Tenn.	" " " " " " " " " " " "	" " " " " " " " " " " "	556	14 65
Natchez, Miss.	Illinois Central R. R.	Magnolia & Calliope	283	6 00
Niagara Falls, N. Y.	North-eastern R. R.	Press & Levee . . . . .	...	30 25
Pensacola, Fla.	L. & N. R. R.	Foot of Canal	246	8 25
San Antonio, Tex.	Morgan's L. & T. R. R.	Foot of Esplanade	577	19 00
St. Augustine, Fla.	L. & N. R. R.	Foot of Canal . . . . .	...	24 50
Savannah, Ga.	" " " " " " " " " " " "	" " " " " " " " " " " "	708	20 85
Saltillo, Mex.	Morgan's L. & T. R. R.	Foot of Esplanade	970	32 75
Selma, Ala.	North-eastern R. R.	Press & Levee	308	9 30
Sherman, Tex.	Texas Pacific R. R.	Foot of Thalia	537	18 85
Shreveport, La.	" " " " " " " " " " " "	" " " " " " " " " " " "	328	13 15
San Luis Potosi, Mex.	" " " " " " " " " " " "	" " " " " " " " " " " "	1,200	48 00
St. Louis, Mo.	Illinois Central R. R.	Magnolia & Calliope	698	15 00
Tallahassee, Fla.	L. & N. R. R.	Foot of Canal	451	16 70
Truxillo, Span. Hond.	Steamer	Foot of St. Ann	900	35 00
Vera Cruz, Mex.	" " " " " " " " " " " "	Algiers	750	50 00
Vicksburg, Miss.	Miss. Valley R. R.	Magnolia & Calliope	227	7 30
Waco, Tex.	Morgan's L. & T. R. R.	Foot of Esplanade	547	17 90
Washington, D. C.	North-eastern R. R.	Press & Levee	1,103	32 00



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